מדינת ישראל

משרד ראש הממשלה

ארכיון המדינה

Finances of Tul Karem
Affulah and Nablus Line
ענייני כספים - קווי תול כרם, עפולה ושכם
(המשך תיק 12)

12/1947 8/1937

מדינת ישראל
גנזך המדינה

מ
ארץ ישראל
ממשלת המנדט

מחלקה

שם תיק: 11/5232

שם מחלקה:

מס. תיק:

Finances of Tul-Karm,

Tulkarm and Nablus Line

F 1/4/14

Original on 5T4/1/1

486

PALESTINE RAILWAYS

OFFICE OF THE CHIEF ENGINEER.

Ref. Sec 3
4th December, 1947.

General Manager.

H.R. Disposal.

I had a visit from a Mr. Peter WOOLFF - PEPUCK, a young business man, who enquired on behalf of a contracting firm whether he could purchase the rails and sleepers comprising the track of the H.R. from Affula to Nablus and Tulkarm.

2. I informed him that if he had plenty of time to spare, he might pursue this scheme but warned him that disposal of any assets, which are or could be argued to be H.R. property, would be very difficult to arrange.

(SGD) R.F.Scrivener,
Chief Engineer.

AW

Copy to F1/4/4

Form No. G. 1.

Folio No. 485

PALESTINE RAILWAYS

EXTRACT FROM

Weekly Notice No. 20/46

of 19th August, 1946.

Relative papers on this file:

Copies also placed on files:

Para 154. Closing of the 105 cm Gauge Line between Tulkarm and Nablus.

With reference to the announcement made in Traffic Order No. 944 dated 27 th October 1944, the train service on the 105 cm gauge line between Tulkarem and Nablus ceased to operate as from 1st July 1946. All rolling stocking moving on that line and all stores and equipment kept at Nablus and Tulkarem Stations have been removed to Haifa.

EC

484

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA.

F.1/4/4. 12th August 46.

Dear Sir,

With reference to the letter dated the 25th June 1946 from yourself and other signatories, the recent decision to close the Nablus-Tulkarm line was taken only after it had been found, during an extended trial period, that promised traffic had not and was unlikely to materialise. Throughout the whole of the trial period the line was operated at a considerable loss which it has been necessary to meet from the revenue from other services. It will be appreciated that other users of the Railway cannot be expected to meet the continued deficit involved in the operation of this line and, in the circumstances, the decision to close it has been taken, though with reluctance.

2. If at any time, concrete proposals for regular traffics sufficient to justify the re-opening of the Nablus-Tulkarm line can be put forward, consideration will be given to such a course but it is emphasised that such proposals must be fully substantiated and based on definite traffic prospects.

Yours faithfully,

Acting General Manager.

Mr. Rida El Din,
Nablus.

Copy to:- Acting Superintendent of the Line.

Your letter No.SL.2/58/11 of the 30th July 1946 refers.

Acting General Manager.

AGM/EE.

484/485

OFFICE OF THE SUPERINTENDENT OF THE LINE.

GENERAL MANAGER'S OFFICE PALESTINE RAILWAYS HAIFA

PM

Ref. No. SL.2/58/11.
Haifa, 30 7.46.

General Manager.

Nablus Line.

Your F.1/4/4 of 13.7.46. 481

The signatories of the telegram are traders in Nablus. The line was kept open for a sufficiently long period, and despite repeated promises the traffic position did not improve as had been hoped.

2. I do not recommend that any further action should be taken in the matter.

LL. ACT. SUPERINTENDENT OF THE LINE.

A.A.1

To me, please.

1/8

1/8

1/8 Be put up suitable letter addressed to Riaka and Dim.

483 484

TRANSLATION. of Telegram

25/6/46

General Manager,
Palestine Railways,
Haifa.

We understood that you proposed to stop the train service between Nablus-Tulkarm as a result of which great losses will be caused to the town and all merchants. We solicit in the name of public interest, that you will please cancel this decision. We are confident that in the near future the traffic will be improved on this line in such a way that will guarantee profits to the Administration. With best regards.

SGD:- Hussei

Rida El Din seity
~~Hassan~~ El ~~Sighy~~
Munir El Asmar
Abdul Rahim Tamimi
Abdul Rahim El Nassi.

PALESTINE RAILWAYS.

GENERAL MANAGER'S OFFICE
HAIFA.

F.1/4/4

13 July, 1946

Superintendent of the Line.

For necessary action in case ~~addresses~~ any of applicants are known to you.

B.H. Simonds.
Acting General Manager.

IN/BC.

F. Ask P.O. to ascertain name & address of sender.

12/7/46

482
485

TRANSLATION

25/6/46

General Manager,
Palestine Railways,
Haifa.

We understood that you proposed to stop the train service between Nablus-Tulkarm as a result of which great losses will be caused to the town and all merchants. We solicit in the name of public interest, that you will please cancel this decision. We are confident that in the near future the traffic will be improved on this line in such a way that will guarantee profits to the Administration. With best regards.

Plus loose a plain stamped envelope sent

SGD:- Husni El Seity
Rida El Din.
~~Hassan~~ El Sighy
Munir El Asmar
Abdul Rahim Tamimi
Abdul Rahim El Nusri

A.A.2
To. To please see.
Applicants do not give their adress & the letter was received in an ordinary envelope.
No action should, it is considered, be taken re.

B. Shikader
1/7/46.

Nablus. Send copy to Tulkarm
Agreed

Prec[illegible]	Orign. No.	INLAND TELEGRAM	P.T. 4.	Counter No. 481
Time	Words	מברק בפנים הארץ — برقية داخلية		Sent to
Charges Paid		Office of Origin & Service Instructions		at ٢٦/٦/٤٥
_____ Mils				by

Office Date Stamp

To — الى — מן

سعاده مدير سكك حديد حكومه فلسطين حيفا

علمنا انكم عازمون على وقف تسيير قطار نابلس - طولكرم نتيجة لذلك يسبب
اضرارا جسيمة للمدينة وتجارها نلتمس من سعادتكم باسم المصلحة
العامة تعديل هذا القرار ونحن على يقين انه بالمستقبل القريب ستحسن اشغال هذا الخط بصورة تضمن
الفائدة للمصلحة بقبول احترامنا

رضا الدين — حسن وسيم الدين — منير الدكر — عبد الرحمن [illegible] — عبد الرحمن [illegible]

82916—500000—7.7.45—G.C.P.

CONDITION.

This telegram shall be forwarded in accordance with the provision of the Regulations with Reference to Inland Telegrams made pursuant to the Post Office Ordinance CAP. 115 and the provisions of such Regulations* shall be deemed to be binding between the Sender and the Postmaster-General.

*The substance of these Regulations will be found in the Post Office Guide.

شرط

ترسل هذه البرقية طبقاً لنصوص قانون البرقيات الداخلية المندرجة في قانون البريد ولنصوص هذا القانون * تنطبق على المرسل ومدير البريد العام

* توجد خلاصة هذه القوانين في دليل البريد

תנאי

המברק הזה ישלח בהתאם לתקנות בנוגע למברקים הנשלחים בפנים הארץ לפי חוקת הדואר, והתנאים של התקנות הללו* יחשבו כמחייבים בין השולח והמנהל הכללי של בתי הדואר.

* תוכן התקנות הללו אשר למצא במרכיך הדואר.

Signature and full address of Sender _____ امضاء المرسل وعنوانه الكامل

(Not to be telegraphed) (לא לשלח עלי אלחוט) (لا يرسلا بجزء من البرقية) החתימה והכתובת המלאה של השולח

480

Minute on GENERAL MANAGEMENT Paper No. 71/4/4

C.P. 28623 - 75 Pads - 12.8.45

F. Reconversion — discussed with PR

Please see previous similar incidents — eg opening of a lunch & follow similar procedure.

If in doubt, plse see me

[illegible] 18/6/46

A.A.2

S.O.L is advising the Public Information Office to insert the notice in the local Press. and no action is, therefore, being taken by this office plse.

[illegible] 21/6

[illegible] 22/6/46

479

F.1/4/4. 18th June 46.

Government Printer,
Jerusalem.

Notice for Gazette.

Nablus Line.

478

Will you please publish the enclosed notice in the next issue of the Gazette. It is essential for public information.

E.E. KIRBY.

General Manager.

AFK/ CE.

Copy to:- Chief Secretary.

PK 23/7 D.F. 1/10 for 18/10 No of P.G. to be noted

published in P.G. no. 1501 of 27.6.46 page 597

478

N O T I C E.

PALESTINE RAILWAYS.

Nablus - Tulkarm Line.

The railway between Nablus and Tulkarm will be closed with effect as from the 1st July, 1946, owing to the insufficiency of traffic.

(A.F. Kirby)
General Manager.

June 1946.

OFFICE OF THE SUPRINTENDENT OF THE LINE. 477

Ref. SI.2/58/11.
Haifa, 14 6.46.

General Manager.

Nablus Line.

Your F.1/4/4 of 4.6.46.

I enclose herewith a draft notice for publication in the Palestine Gazette and local press.

I will arrange for a similar notice to be broadcast a few days before the end of the month.

LL.

SUPERINTENDENT OF THE LINE.

1 Encl.

476

F.1/4/4. 4 June 46.

Chief Secretary.

471

Nablus-Tulkarm Line.

This office letter F.1/4/4 of the 15th March 1946.

I regret to have to report that the operation of the Nablus line shows no promise of bringing any increase in traffic and that, because of the continuing deficit on working, I have had to give instructions that the line shall be closed to traffic as from the 1st July 1946.

The opening of this line to traffic in November 1944 was with a view to assisting the transport situation because of the shortage of road transport. The indications are, however, that the availability of this line for traffic movement is no longer serving any vital purpose and, therefore, there can be no object in keeping it open with detriment to the movement of traffic on the other sections of the Hijaz Railway where the locomotive and wagons which are now allotted to the Nablus could be used to better purpose.

General Manager.

AXX/ CE.

NTA on file

475

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA.

F.1/4/4. 4 June 1946.

Superintendent of the Line.

474

Nablus Line.

Your letter SL.2/58/11 of the 31st May 1946.

I agree to the closing of the Nablus line for traffic operation with effect from the 1st of July 1946.

AFK/ CE.

General Manager.

Copy to:- Chief Engineer.
Chief Mechanical Engineer.
Chief Accountant.

Will you please take the necessary action so far as you are concerned.

4

General Manager.

Copies handed to Staff and General Sections.

8/6/46

OFFICE OF THE SUPERINTENDENT OF THE LINE.

474

Ref. SL.2/58/11.
Haifa, 31 5.46.

General Manager.

475

Nablus Line.

Your F.1/4/4.

There has been no improvement in the traffic position between Tulkarm and Nablus, and examination of revenue and expenditure since the opening of the line in November 1944, to the end of March 1946, shows the following :-

	Approx. Revenue LP	Exp. LP	Traffic. LP	Engin. LP	Mechanical LP
November 1944	603	626	79	154	393
December "	594	626	79	154	393
First quarter 1945	1534	1879	238	461	1180
Second " "	2272	2139	143	482	1514
Third " "	1296	1562	144	474	944
Fourth " "	974	1666	138	515	1013
First quarter 1946	1366	2337	179	675	1483
	8639	10835	1000	2915	6920

Deficit LP 2196.

Note: Separate expenditure figures for November and December 1944 are not readily available and the figure quoted above represent the monthly average of the first quarter of 1945.

2. The expenditure does not take into account the initial expenditure incurred in reconditioning the line and station premises at Nablus.

3. The total revenue accruing to the Nablus - Tulkarm line for the month of April 1946 was LP 366. The train service was suspended for the period of strike. Although final figures are not available indications for May are that a substantial decrease in revenue will result.

4. The experiment has not proved successful and the service has been operated at a loss. Whilst full opportunity for development has been given there is no indication of any possible improvement, but labour costs must increase largely as the result of the recent salary awards, whilst I am advised by the Chief Mechanical Engineer that the existing washing out arrangements at Tulkarm are detrimental to the track, and to put the matter right will involve resiting of the boiler and pipe line alterations to allow work to be performed over a properly drained concrete base.

P.T.O.

5. This service, Tulkarm - Nablus, cannot be said to have been successful either independently or as a contributory factor, whilst it involves the retention of a Narrow Gauge Loco which could be used to better advantage at Haifa or Amman.

6. I recommend that the service should be discontinued as from the 1st of July 1946. It is necessary to give adequate notice to all concerned.

Mairs

SUPERINTEN ENT OF THE LINE.

472

Minute on GENERAL MANAGEMENT Paper No.

C.P. 28623 - 75 Pads - 12.8.45

S.C.

With reference to folio 464:

In view of the relatively small deficit accruing from the operation of this line in the first half of the current financial year, it is thought, that the need for a decision regarding the future of this line is not pressing. It is suggested, that the matter be left in abeyance, pending receipt of a further report from the Superintendent of the line as indicated in par. 5.

2. It is further suggested, that no report, which under the circumstances would necessarily be inconclusive, need be sent to Government for the time being.

11/12

A.A.1

To please see folio 464

Further report from S.O.2 will be awaited

O.K. 18/12

18/12

Mr. Shehadeh

Pl. take note instead for 465.

24/1

24/1

S.C.

To see folio 467, please.

The total revenue earned during the quarter ending 31.12.45 was £P 1375 with traffic being suspended during 1/3 of that period. Pro-rata without the interruption, revenue would have amounted to £P 2033 which represents an increase of £P 290 over the revenue of £P 1743 collected in the previous quarter.

As the above figures do not reveal any appreciable fluctuation in traffic, it is proposed to wait for a further report from the S.O.2 and details of expenditure during the quarter under review, before a decision about the future of this line is taken.

24/1

A.A.2

To please see folio 467

Further report from S.O.2 will be awaited

24/1

24/1

471

F.1/4/4. 15 March, 46.

Chief Secretary.

440

Experimental re-opening of Nablus-Tulkarm Line.

Your papers No.SF/400/40 of the 9th January 1945.

A summary of receipts and expenditure in connection with the Nablus-Tulkarm line, for the period 1st April to the 31st December 1945 is subjoined:-

Receipts.	LP.	Expenditure Nablus Line only.	LP.
Direct receipts for carriage between Nablus and Tulkarm.	4542	Traffic	425
Indirect receipts in respect of traffic originating from or consigned to various stations on the Nablus-Tulkarm line and partly carried on Standard Gauge Lines.	1126	Engineering	1471
		Mechanical	3471
	5668		5367

The service was interrupted during the period 17th October to 16th November and the figures under review are actually related to eight months working. The approximate revenue for the month of January 1946 was LP.522 direct and LP.213 indirect.

2. The line is being kept open subject to periodical review of the traffic returns.

F.I.V. 1.3.46 see 476 NFA

General Manager.

IN/ER.

470

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA.

Ref.F.1/4/4.

23 February 1946.

Superintendent of the Line.

469

Nablus Line.

Your letter SL.2/58/11 of 20.2.46.

I agree to the Nablus Line being kept open subject to periodical review of the traffic returns.

AFK./ CD.

General Manager.

3/F 1.6.46

OFFICE OF THE SUPERINTENDENT OF THE LINE.

469

General Manager ✓

21 FEB 1946

Ref. 94.2/58/11.
Haifa, 2.46.

465 467 470

Nablus Line.

Your F.1/4/4 of 31.12.45 and further to my letter of 24.1.46.

The financial result for the period October - December 1945 was as follows :-

(1) Revenue LP 974

(2) Expenditure:

Traffic	: LP 138	
Engineering	: LP 515	
Mechanical	: LP1013	1666
	Deficit :	692

2. The approximate revenue for the month of January 1946 was as under :-

DIRECT. Narrow Gauge. To Nablus. LP	From Nablus. LP	Total. LP	INDIRECT. Standard Gauge. To Nablus. LP	From Nablus. LP	Total. LP
474	48	522	130	83	213

3. Since the 1st February the train has been running daily except on Fridays.

4. D.T.S. Haifa has discussed the matter with Mr. Dunlevy the Acting Liaison Officer Nablus, who anticipates a removal of the restriction on the export of soap which, when it materialises, will have the effect of increasing the rail forwardings from Nablus.

5. Mr. Dunlevy drew attention to the suspension of the train service for about one month which resulted in traders having been forced to enter into contracts for the use of the road services. He expressed the hope, however, that the Railway Administration would find it possible to keep the line until the end of 1946 in order to give it a chance of establishing itself on the expanding markets to come.

6. I recommend that the line should be kept open for the time being subject to review periodically.

SUPERINTENDENT OF THE LINE.

F.A.L.

To —
I agree to the Nablus line being kept open subject to periodical review of the traffic returns

PALESTINE RAILWAYS.

468

F.1/4/4.

GENERAL MANAGER'S OFFICE
HAIFA.

469

16 February, 1946.

Superintendent of the Line.

467

Nablus Line.

Your letter No.SL.2/58/11 of 24th January, 1946.

Please state whether the District Traffic Superintendent has yet reported further in regard to the above matter.

General Manager.

AGN/EB.

PALESTINE RAILWAYS.
OFFICE OF THE SUPERINTENDENT OF THE LINE.

467

Ref.SL.2/58/11.
Haifa, 1.46.

General Manager.

Nablus Line.

Your F.1/4/4 of 31.12.45.

I give below particulars of the revenue(Approx.) earned by the service for the three months ending December 1945.

	Direct Narrow Gauge.			Indirect Standard Gauge.		
	To Nablus LP.	From Nablus LP.	Total LP.	To Nablus LP.	From Nablus LP.	Total LP.
Oct.	222	7	229	80	2	82
Nov.	220	7	227	64	1	65
Dec.	478	40	518	231	3	234
	920	54	974	375	6	381
Previous Quarter.	1027	269	1296	409	38	447
Decrease	107	215	322	34	32	66

2. The service was interrupted during the period 17th October - 16th November and the figures for the quarter under review must therefore be related to two months carryings.

3. Details of expenditure are not yet available but the result will definitely show a further deficit particularly in view of the interruption caused for about one month.

4. Owing to pressure of work D.T.S.Haifa has not yet been able to visit Nablus but expects to do so shortly.

5. With the present restrictions on the export of soap which is the principal industry of Nablus there is no practicable possibility of railborne traffic from Nablus being increased to any appreciable extent but in the reverse direction it is hoped the traffic which at present consists of wheat, cement and salt will be maintained at its present level.

6. For the first 20 days of January the train ran daily excepting Fridays and two other days: On one of these two days the interruption was due to engine failure.

P.T.O.

see folio 469 466

7. I will write further on receipt of District Traffic Superintendent's report on the result of his visit to Nablus.

ES.

SUPERINTENDENT OF THE LINE.

465

PALESTINE RAILWAYS.

GENERAL MANAGER'S OFFICE
H A I F A.

31st December, 1945.

F1/4/4.

Superintendent of the Line.

Nablus Line.

Your letter No. S.L.2/58/11
of the 6th December, 1945.

With reference to paragraph 5 of your above letter, please expedite your recommendations about the future operation of this line.

no	date	initial
1	14.1.46	A G N
2	26.1.46	A G N
3		

General Manager.

GH/ AS.

OFFICE OF THE SUPERINTENDENT OF THE LINE.

464

465

Ref. SI.2/58/11.
Haifa, 6 12.45.

General Manager.

Nablus Line.

7 DEC 1945

Your F.1/4/4 of 19.11.45. 463

7/12

The financial result for the period April - September, 1945, was as under :-

(1) Revenue LP 3568

(2) Expenditure:

Traffic	LP 287	
Engineering	LP 956	
Mechanical	LP 2458	LP 3701
Deficit		: LP 133

2. The expenditure item does not take into account the incidence of additional maintenance charges on the Affula-Mascudiya section, to which attention was drawn in paragraph 4 of my letter of 16.8.45. 460

3. The train service which was temporarily suspended as from the 17th October 1945, was resumed on the 16th November, 1945.

4. Particulars of the traffic carried during the period 16th - 30th November 1945, are not yet available, but there were approximately 500 tons mostly consisting of cereals.

5. I am arranging for District Traffic Superintendent, Haifa, to discuss the matter with the Liaison Officer and Chamber of Commerce, Nablus, with a view to ascertaining the prospect of a substantial increase in traffic to justify the continuance of the service. A further report will be submitted shortly.

LL.

SUPERINTENDENT OF THE LINE.

passed 7/12

463

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA.

F.1/4/4.

464

19 November, 1945.

Superintendent of the Line.

Nablus Line.

462

Your letter SL.2/58/11 of the 1st November, 1945.

Your report on the level of traffic on the Nablus line has been noted.

2. Please expedite submission of details of expenditure during the period April to September, 1945.

3. Will you also please make your recommendations about the future operation of this line in connection with anticipated traffic, in order that a comprehensive report may be submitted to Government.

30/11

GH./ IM.

Acting General Manager.

462

OFFICE OF THE SUPERINTENDENT OF THE LINE.

1 NOV 1945

Ref. SL.2/58/11
Haifa, ~~10~~.45.
1 Nov

463

General Manager.

Nablus Line.

F1/4/4

Your F.1/43 of 14.7.45. 459

I give below particulars of the revenue earned by this service for the three months ending September 1945 :-

	Direct Narrow Gauge.			Indirect Standard Gauge.		
	To Nablus LP	From Nablus LP	Total. LP	To Nablus LP	From Nablus LP	Total LP
July	392	169	561	139	24	163
Aug.	173	53	226	143	2	145
Sept.	462	47	509	127	12	139
Total	1027	269	1296	409	38	447
Previous quarter total	2005	267	2272	292	6	298
Decrease	978	-	976	-	-	-
Increase	-	2	-	117	32	149

2. Compared with figures for the previous quarter there was on the narrow gauge a net decrease of LP 976 which from an analysis of the traffic carried was due to a serious decline in cereal traffic. During the quarter under review the total tonnage of cereals carried was 1734 tons as against 4366 tons in the previous quarter.

3. The decrease in rail forwardings is ascribed to the removal of government restriction on the marketing of wheat from Trans-Jordan, and it is understood some of this traffic is being imported by road owing to cheaper rate obtaining.

4. The train service between Tulkarm and Nablus has been temporarily suspended as from the 17th October 1945 in order to utilise the stock on the Haifa-Samakh Line where an acute wagon shortage exists.

5. I will submit shortly a further report with details of expenditure incurred on the operation of this line during the period April - September 1945.

LL.

noted 6/11

SUPERINTENDENT OF THE LINE.

PALESTINE RAILWAYS.

461

F.1/4/4

GENERAL MANAGER'S OFFICE
H A I F A.

30th August, 1945

Superintendent of the Line.

Nablus Line.

Your letter SL.2/58/11 of the 16th August, 1945. 460

Your recommendation is approved.

2. Please report on the position on 31st August 1945 and submit details of Revenue and expenditure incurred on the operation of this line during the period April 1945 to date.

General Manager.

No.	Date	Letter
1	29.9.45	AGN
2	18.10.45	AGN
3		

IN/BC

460
461

PALESTINE RAILWAYS.
OFFICE OF THE SUPERINTENDENT OF THE LINE.

GENERAL MANAGER'S OFFICE 17 AUG 1945 PALESTINE RAILWAYS

Ref. SL.2/58/11.
Haifa. 16 .8.1945.

General Manager.

Nablus Line.

F 1/414

Your letter F.1/43 of the 14th July, 1945. 459

I regret that I have no alternative but to render an interim report on the regrettable falling off of traffic on this Branch Line.

2. During the first seventeen days of July the working was reasonably satisfactory and consisted principally of cereal traffic to Nablus

From the 18th of July to-date (14th August, 1945) only seven trips have been made during the 28 days and even these trips have been seriously under load.

3. As indicated in para 3 of my letter NO.SL.2/58/11 of the 11th July, 1945, the bulk of the traffic throughout has consisted principally of cereals. Enquiries from the Food Controller show that Nablus was overstocked with this commodity, hence the serious falling off of traffic. 458

4. As regards expenditure, the Chief Engineer has represented that the periodical change over of engine and stock on the Nablus line will necessitate additional maintenance expenditure on the Affula-Massoudieh Section of Line.

I have asked him to withhold action pending a final decision on the Tulkarm-Nablus working.

5. I am arranging for District Traffic Supt., Haifa, to proceed to Nablus and thoroughly test the situation generally and meanwhile recommend that if no improvement is forthcoming prior to the 31st August that one month's notice be given of the closing of this Branch Line.

SUPERINTENDENT OF THE LINE.

EAA.

P.A
When you know of G.M. having other views concerning closing this line? agree to Sup's suggestion re giving notice

459

460

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA.

462

Ref. F. 1/43. F1.414

14th July, 1945.

Superintendent of the Line.

Nablus Line.

Your letter SL. 2/58/11 of 11.7.45. 458

Your report showing the improved level of traffic on the Nablus line has been noted with satisfaction.

I agree with the service being continued until further notice subject to the traffic being reviewed quarterly. You should send me reports on this basis for the relative quarterly periods.

B.4
10.10

CD.

General Manager.

AFK./

458

459

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SL 2/58/11
Haifa, 7.45.
11.

General Manager.

Nablus line.

Your F.1/43/

With reference to my letter dated 12th of May, I give you herewith particulars of the revenue earned by this service for the three months ending June 1945 :-

	Direct Narrow gauge			Indirect Standard gauge		
	To Nablus	From Nablus	Total LP.	To Nablus	From Nablus	Total LP.
April	LP. 567	LP. 47	614	LP. 149	LP. 4	153
May	" 726	"105	831	" 79	" 1	80
June	" 712	"115	827	" 64	" 1	65
Total	LP. 2005	LP. 267	LP. 2272	LP. 292	LP. 6	LP. 298

2. You will see this represents an increase in direct revenue of LP. 738 over the previous three months. The improvement is due mainly to an increased quantity of cerial traffic to Nablus, e.g. :- 2570

3 months ending June 1945 -

	Tonnage	
	Wheat	Barley
	3068	1298
3 months ending March 1945 -		
	2111	790
Increase	957	508

3. The cereal traffic thus continues to afford the main source of the revenue derived from the working of this branch. Efforts have been made to develop the oil traffic in drums but with only partial success the total tonnage carried for the three months being 65 tons. In addition 160 tons salt moved from Athlit and after the resumption of work at Nesher 75 tons of cement moved in June. From the Nablus end traffic continues light the principal despatch being flour which totalled nearly 500 tons for the three months. In addition there were 60 tons of soap and a small quantity of stone.

4. The advance in the cereal traffic has enabled the train to be run regularly during the past three months, and with the increased receipts I recommend the service be continued until further notice and the traffic and receipts be reviewed at quarterly intervals.

5. Will you please say whether you approve.

SUPERINTENDENT OF THE LINE.

ZF.

P.A.

For signature please, if approved.

The instruments, if purchased, cannot be regarded as unallocated stores as they are in use and, even if the line is closed and the instruments are retained for use as spares, they would presumably be retained as allocated stores by the Chief Engineer, ready for immediate use.

As the vote for New Minor Works is already overspent, it is suggested that the cost of the instruments, which is comparatively small, be debited to the head suggested in the attached draft.

CE.

23.7.45.

456

PALESTINE RAILWAYS.

GENERAL MANAGER'S OFFICE
H A I F A.

F.1/4/4

24th July, 1945

Superintendent of the Line.

Tablet Instruments; Tulkarem
Nur Esh Shams.

Your letter SL.2/97/174
of the 3rd July 1945. -454

Approval is given for the purchase of a pair of tablet instruments (Indian Pattern) from the War Department.

2. The cost of the instruments estimated at LP.26 should in accordance with the instructions at Paragraph 9 of this office letter No. F.1/43 of the 7th October 1944, be charged to Abstract 'A' Head XV "Signalling" 1945/46 Draft Estimates. 427

for General Manager.

Copy to:- Chief Engineer.
With reference to his papers Sec.3
:- Chief Accountant.

for General Manager.

IN/BC 24.7.45

Minute on GENERAL MANAGEMENT Paper No.

GPP. 8080—20 Pads—Rlys. 14—26.9.39—1125/8.

1/ DA

Draft letter to C.S submitted for approval please folio 451.

22/5/45

BF 17 July 1945

5/7

A.A.2

Reference folio 454.

1. Two additional tablet instruments were, I am informed, received from the Military in connection with the Kantara-Rafa Railway Expansion Scheme. In view of the variety of the instruments received Railway Instruments were transferred from P.R Stations to K.R.R. Chief Engineer retained however the two additional instruments as they are cheap to maintain and installed them at the following places

One pair between Kilo 2 and Rel Zone (file F 6/5/3 attached)
One pair between Tulkarm and Nur Esh Shames.

2. All Army instruments are now returned to the military as with the closing of stations on the K.R.R Palestine Rly instruments are salved and re-installed on the P.R. The Military refused to accept hire charges for the pair installed on Tulkarm - Nur Esh Shames Section as instructed by us at para 1 folio 427 and press either return of the instruments of payment of Cost thereof.

3. If it is decided to approve purchase the expenditure should, it is suggested, be charged to Abstract 'A' Heads XV "Signalling" in accordance with the instructions at para 9 folio 426 rather than charge it to New Works. As the materials were "issued" and used on a job it should not, it is suggested, be charged to "Unallocated Stores Account" unless after purchase the line is closed and materials returned by Chief Engineer to Stores Dept.

4. I understand Chief Engineer asked Supt of the Line to refer the matter to Management for approval of the purchase.

5. A reminder to folio 447 is enclosed for signature please

For instructions please.

9/7/45

454

OFFICE OF THE SUPERINTENDENT OF THE LINE.

General Manager.

Ref.SL.2/97/174.
Haifa, 3.7.45. 456

Tablet Instruments -
Tulkarm - Nur Esh Shams.

The tablet instruments in operation between the above stations are W.D. Indian pattern.

2. It is required to regularise the position in respect of these instruments which are W.D. property.

3. It is recommended that these be purchased at a cost of LP.26 per pair for although this section is open for experimental purposes only, in the event of closure the instruments would be extremely useful for spares.

May this be approved please.

Hann

SUPERINTENDENT OF THE LINE.

AL.

A.A.
But first (this is a stores matter.
If justified for spares, the CE is concerned.
If for unallocated stores, the AS. is concerned.
Or is it a Mechanical Workshop item!
4/7

Issued
JR
1230

453

F.1/43. 25 May 45.

Chief Secretary.

Experimental re-opening of Nablus - Tulkarm Line.

Your No.SF/400/40 of the 9th January, 1945.

440

442

Further to this office letter No.F.1/43 of the 12th March, 1945, I subjoin a summary of receipts and expenditure in connection with the Nablus-Tulkarm Line, for the three months ended the 31st March, 1945.

Receipts.	LP.	Expenditure. Nablus Line only	LP.
Direct receipts for carriage between Nablus and Tulkarm.	1,534	Traffic	238
Indirect receipts in respect of traffic arising or destined for Nablus or other points and partly carried on Standard Gauge Lines.	447	Engineering	461
		Mechanical	1,180
	1,981		1,879

It will be observed that a small balance of receipts over direct expenditure amounting to LP.102, resulted from the three months' working, but, if direct receipts from the working of the line only are taken into account, the excess of expenditure over receipts amounts to LP.345. Overhead costs have not been taken into account in the calculation of expenditure figures.

2. The main movement of traffic has been in the downward direction from Tulkarm to Nablus and traffic has consisted mainly of cereals, cement and kerosene. Unfortunately, the movement of cement has been adversely affected by the strike at the Nesher Works, but some increase in the movement of this commodity may be expected with the resumption of production by that Company.

The Socony Vacuum Company and Messrs. Mentacheff and Co., have been approached regarding the possibility of bulk oil traffic being consigned to Nablus by this service and there is a prospect of securing some 115 tons of bulk oil monthly for carriage by the Service. Similar arrangements have already been made with the Shell Company.

3. In the reverse direction, loadings have consisted mainly of flour, bran and soap. The loadings of flour and bran have been disappointing, partly because of two mechanical breakdowns which have occurred in the mill at Nablus, but it is considered unlikely that this traffic will reach the volume anticipated. In order to stimulate the traffic, arrangements have been made for the train to be stopped at Anebta when required, without the normal engine standing charges being raised.

4. Many of the promises of traffic which were made when representations for the re-opening of the line were received, have not materialized and the District Traffic Superintendent is investigating the reasons for the non-fulfilment of such promises. This officer is also maintaining co-operation with the Liaison Officer , with a view to securing additional traffic.

4. It will be seen that the results of working the line continue, on the whole, to be disappointing but it has been decided to maintain the service until the 31st July, 1945. Prior to that date the position will be reviewed to ascertain the practicability of maintaining the service for a further period.

In the meantime, every endeavour will be made to attract additional traffic and to maintain expenditure at as low a level as possible.

5. A further report will be forwarded to you when a decision as to the desirability of maintaining the service is reached.

General Manager.

ACN/ TG.

23.5.45

D R A F T.

451

Chief Secretary,
Jerusalem.

Experimental re-opening of Nablus Tulkarem -Line.

Your letter No. SF/400/40 of the 9th January 1945. 440

Further to this office letter of 12th March 1945, details of the cost of working for the 3 months January February and March 1945 are given below together with revenue earned (The figures are rounded to the nearest £P.)

Expenditure. Capo 3 months Jan/March.	£P.	Revenue. Capo Direct Narrow Gauge.	To Nablus £P.	From Nablous £P.	Total £P.
Traffic	238	January	373	11	384
Engineer-ing	461	February	516	56	572
Locomotive	1180	March	465	113	578
	1,879	INDIRECT STANDARD GAUGE			
		January	65	27	92
		February	132	69	201
		March	66	88	154
	1,879.				1981

It will be seen that the working expenses have been covered by receipts.

The Traffic expenses have been cust from April 11 by approximately LP.13 a month and if the revenue can be maintained it is hoped that some profit may accrue to justify the line being kept open.

It has been agreed to continue the trial period up to 31st July when the whole question will be carefully examined in the light of the 3 months working from 1st April to 30th June.

AFG/BC

General Manager.

450

Minute on GENERAL MANAGEMENT Paper No.

GPP. 8980—20 Pads—Rlys. 14—26.9.39—1125/8.

P.a.-

1. We promised C.S to report further in 2 months time from 12th March (folio 442). Do you agree we take no further action until the promised further report from S.O.L. (folio 444) is received please.

13/4

2. Mr. The results of working Cantiere to be disappointing and unless development of oil traffic is material the prospects of economic operation are poor. While detailed figures for March are awaited the S.O.L. report indicates that they are below expectations

14/4/45

3. A.M. The position is serious. The L.O.R. should include cost in his report on the Barnet working results. If the ~~[illegible]~~ results, for a few mos, cover costs, we could keep the line open.

20/4

4. Ag. SOL requested verbally to include cost figures in his weekly report.

BF 30/4 ✓

MW. 23.4.45.

5 Re folio 446

To please see folio 446 March Report.

B/S. 1/5

1/5.

6) Mr. To see

1/5/45

7) To please see folio 449
cost of working for 3 months Jan. to March 1945.

B/S. 14/5 P.a. to see folios 448-449.

The total figures show a slight amount of Excess revenue over expenditure viz

Total Direct Revenue	£ 1534	Expenditure	1879.
Total Indirect	447.	Balance	102
	£ 1981		£ 1981

Presumably the Indirect revenue is an estimated figure and also overhead charges do not appear to be included in the expenditure, though there would be some overhead even if the Railway was closed.

14/5

(9) Sem. 15/5

8 Mr. To see.

14/5

OFFICE OF THE SUPERINTENDENT OF THE LINE.

449

Ref. SL 2/58/11
Haifa, 17/ 5.45.

General Manager.

Nablus Line.

Your F.1/43.
---

447 para 2

With reference to your letter dated 3rd May; hereunder I give you the costs of the working for the 3 months January, February and March 1945, Set against revenue; figures rounded to the nearest LP.

(a) Revenue.

	Direct Narrow Gauge.			Indirect Standard Gauge.		
	To Nablus	From Nablus	Total LP.	To Nablus	From Nablus	Total LP.
January	LP. 373	LP. 11	384	LP. 65	LP. 27	92
February	" 516	" 56	572	" 132	" 69	201
March	" 465	"113	578	" 66	" 88	154
Total:	LP. 1354	LP. 180	LP1534	LP. 263	LP. 184	LP. 447

(b) Expenditure (3 months January - March).

	LP.
(1) Traffic.	
Station Master, Guard, 2 Brakesmen, 1 Pointsman	238
(2) Engineering.	461
(3) Locomotive.	1180
Total:	1879

Are this cost chiefly as usual to work at our present rate of spending?
15/5

2. The Traffic expenses have been cut by approximately LP. 13 a month from April 11th with the reduction of one brakesman in the staff complement.

The Engineering costs are broadly in alignment with the original estimate - they have averaged LP. 153.715 monthly against an estimated figure of LP. 180.

The Locomotive costs are well below the original estimate.

3. On a comparison with direct revenue secured from the Narrow Gauge line, expenditure was LP. 345 in excess of revenue.

The figure of indirect revenue is assessed from that traffic which has been gained to the standard gauge by the opening of the Nablus line, and includes such items as Salt, Cement and miscellaneous small goods. It does not include cereal traffic, as the bulk of this was previously handled by rail as far as Tulkarm.

P.T.O.

448

4. Admitting both sources of revenue to rank against expenditure, it will be seen that a bare balance is being held against working costs.

A further report will be submitted on the working for April, May and June. At present the line is doing better thanks to heavy cereal traffic.

SUPERINTENDENT OF THE LINE.

/ ZF.

Copy to Chief Mechanical Engineer. Your 6.15/38 reference.

" " Chief Engineer. Your Sec.3 reference.

" " D.T.S. Haifa. " H.22/3/6 A "

The General Manager has approved a further trial period of 3 months from the 1st of May, but final decision on the line remaining open after 31st of July will require to be made not later than the 14th of July. Please continue to submit monthly reports and take all possible steps to augment revenue.

PALESTINE RAILWAYS

447

GENERAL MANAGER'S OFFICE
HAIFA.

449

F.1/43. 3 May 1945.

Acting Superintendent of the Line.

? July

Nablus Line.

446

Your letter SL.2/58/11 of the 1st May 1945.

BF 14/6/45

Confirming our discussion this morning, I am agreeable to the Nablus line remaining open for a further 3 months as from the 1st of May. Final decision as to whether the line shall remain open after the 31st July must be made not later than the 14th of June. Your report on the working of the line for the three months ending the 30th of June should, therefore, reach me not later than the 5th of July.

2. In the meantime, please let me know the cost of working for the past three months.

BF

Received
see folio 449

AFK/ CE.

General Manager.

Copy to:- Chief Engineer.
A/Chief Mechanical Engineer.
Chief Accountant.

General Manager.

No.			
1	9.7.1945	AEN	

BIE 13/7

OFFICE OF THE SUPERINTENDENT OF THE LINE.

446

Ref. SL 2/58/11
Haifa, 1- 5.45.

General Manager.

447

Nablus Line.

Your F.1/43.

With reference to my letter dated 13th April, the following traffic was carried on the Nablus line during the month of March :- 445

	Tonnage	Receipts
Tulkarm to Nablus	1161	LP. 464.480 mls
Nablus to Tulkarm	276	" 112.700 "
	1437	LP. 577.180 mls

2. During the month the train made 18 trips only.

In the down direction the main traffic was again cereals - 1000 tons. Other traffic included 60 tons of cement and 30 tons of Kerosene.

In the up direction the service moved 275 tons only, principally flour 175 tons and bran 58 tons.

3. The traffic in cement has been affected by the Nesher stoppage. Representations continue to be made to the oil companies to secure increased Kerosene loadings in drums, and there is a prospect of securing 115 tons monthly from Socony Vacuum and Mantacheff.

4. In submitting the March figures, District Traffic Superintendent Haifa reports that the Liaison Officer has been seen again and he will continue his co-operation.

A further breakdown at the mill occurred during the month, but new machinery has now been installed.

5. As the extended trial period is coming to an end, I have asked the Engineering and Mechanical Branches to supply the costs for the running for the first three months in 1945, so that an appreciation can be made of our earnings in relation to actual expenditure when it may be seen whether or not it is profitable to continue the running of this service.

T. R. Sargent

ACTG. SUPERINTENDENT OF THE LINE.

ZF.

445

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref.SL.2/59/11.
Haifa, 13 4.45.

General Manager.

Nablus Line.

Your F.1/43.

439

With further reference to this matter and my letter dated 23rd February, the traffic hauled over the branch and receipts earned for February were as follows:-

	Tonage.	Receipts.
		LP.
Tulkarm to Nablus	1290	516.180
Nablus to Tulkarm	131	55.665.
	1421	571.845.

2. The train run on 21 occasions during the month and you will observe the flow of traffic was again preponderatingly in the down direction. The principal traffic was cereals, 1000 tons of wheat and barley being carried to Nablus. Other traffics to Nablus included 150 tons of flour (while a defect was present in the local mill) and 100 tons cement.

3. In the reverse direction there was very little to show for the promised traffic in flour - only 96 tons was carried; 21 tons of soap 12 tons of manure and a few small goods completed the tolley.

4. The loadings during the first three weeks in March were the worst on record; the train ran on 5 occasions only during the first 21 days. Thereafter we had a burst of cereal traffic arriving Tulkarm and 13 journeys were made during the last 10 days a double trip being accomplished on 3 occasions.

5. The improvement was maintained for the first week in April but since then there has been practically no traffic available.

6. The District Officer has been asked to report fully on the reasons for the non fulfillment of the many promises made as to the various traffics that would be put on rail and requested to confer again with the Liaison Officer.

7. The question loading of oil for Nablus in drums has been followed up with the Shell Co. and arrangements have been made to return the empty drums free of charge. The first consignments passed on the 15th and 25th of March totalling 29 tons loaded in 101 drums. Contact will be maintained with the firm to increase the forwardings if possible.

8. In order to stimulate the traffic in flour from Nablus I have agreed for the return trip to stop at Anebta when required as there is the possibility of securing some 100 tons of flour a month for this village.

P.T.O.

440

Charges are being raised on the Nablus - Tulkarm through rate, but it has been agreed not to levy engine standing charges for the short time the train is there unloading - about half an hour.

9. I will submit particulars of the March working with the next few days.

J. Margent

AL. ACTG. SUPERINTENDENT OF THE LINE.

Note

Ref. folio 439 - Para - 4

I spoke to Mr. Piacovitch Traffic Branch, promised to submit to this office the results of the February working in few days time

10/4/45
B/B..

Noted B/U again. 16/4

10/4

442

F.1/43. 12th March 45.

Chief Secretary.

440

Experimental re-opening of Nablus - Tulkarm line.

Your letter SF/400/40 of the 9th January, 1945.

The original of your letter was not received in this office.

The traffic on the Nablus line during the first three months of operation did not reach expectations and the direct revenue averages about £P.560 per month as compared with the estimate of £P.1,000 per month. The costs of working the line, however, have been about £P.300 per month less than estimated and revenue has been just about sufficient to cover expenditure. In view of this and promises of further efforts to divert traffic to the Railway, I have arranged for the line to be kept open for further three months as from the 1st of February. During February there was a distinct improvement in the traffic returns and I have made such arrangements as will, I hope, result in the fuel oil traffic which now goes by road from Haifa to Nablus being sent entirely by rail throughout. This would bring a considerable contribution in revenue.

The traffic returns for the past week have been most disappointing.

2. A further report will be sent to you in two months' time.

AFK./ CD.

General Manager.

SF/400/40

The Chief Secretary to the Government of Palestine presents his compliments to the General Manager, Palestine Railways, and is directed to invite attention to his communication of the 9th of January, 1945, (reference No. SF/400/40) to which no reply has been received.

Subject: Reopening of the Nablus - Tulkarm line.

Chief Secretary's Office,
Jerusalem.
19 February, *1945*.

E.S. C. S. O. 2.
GPP. 21,482—3000—22-9-44

DUPLICATE

SF/400/40

440

9th January 1945.

442
453

General Manager,
Palestine Railways.

I am directed to refer to your letter no: F.1/43 of the 7th October 1944 on the subject of reopening the Nablus - Tulkarm line, and to enquire whether the experiment has been a success.

Sgd. L. Baum
for CHIEF SECRETARY.

Original not on file, this copy obtained from Secretariat
9/
5/3

439

OFFICE OF THE SUPERINTENDENT OF THE LINE.

24 FEB 1945

Ref. SL 2/58/11
Haifa, 23 2.45.

General Manager.

Nablus Line.

Your F.1/43.

With further reference to this matter I have ascertained from the Chief Mechanical Engineer that the costs of working the Tulkarm-Nablus line for the 3 months November, December and January 1945 amount of LP 1146.159 mls, as follows :-

Running expenses (engine power & crew)	LP 1086.307 mls
Maintenance of engines	" 48. 096 "
Maintenance of rolling stock	" 11.756 "
	1146 159

2. You will observe the monthly cost works out at LP 382 as compared with the figure of LP 670 previously quoted, although no provision is included in the above items for renewals.

3. On this basis the receipts earned should provide a margin over expenditure and there are signs at present of traffic developing from the Nablus end.

4. I will advise results of the February working in due course.

SUPERINTENDENT OF THE LINE.

AA: The reply is in the affirmative
ZF

438

PALESTINE RAILWAYS.
OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SL.2/58/11.
Haifa. 15.2.1945.

General Manager.

18 FEB 1945

Nablus Line.

Your letter No.F.1/43 of the 14th February 1945.

436

At a meeting I had with Messrs. Suss & Einhorn (Representatives of the Shell Coy.) to-day the question of fuel oil to Nablus was discussed.

2. The road and rail rates appeared to be very much the same and it was agreed that they would give our rail service a trial of one month for fuel oil in drums on the understanding that we would return the empty drums free of charge.

3. I am confirming the arrangement and putting it into force.

SUPERINTENDENT OF THE LINE.

EAA.

Good E
20/2

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SL 2/53/11
Haifa, 1.45.

27

General Manager.

28 JAN 1945

Re-opening of Tulkarm-Nablus line.

Your F.1/43.

With further reference to this matter; although the figures for January are not yet available, it is apparent that since writing you on the 11th inst. the ~~figures of~~ traffic carried for January will be very disappointing partly as a result of the mill at Nablus being stopped for a week to effect repairs and the consequent holding back of cereal traffic.

2. The direct revenue earned by the carriage of traffic over the Tulkarm-Nablus branch for the two previous months has been as under :-

November - LE 568.840
December - LE 558.140.

There is in addition an indirect revenue accruing from the earnings of new traffic secured over the standard gauge portion of the journey but some of the traffic now carried over the branch was previously passing part way by rail. For instance cereal traffic for the Nablus area was previously to the opening of the branch distributed in part from the grain sheds of Tulkarm. It is probable that the additional indirect receipts will bring the total new earnings into approximate relation with the estimated costs of LE 870 a month for working the branch.

3. It is therefore obvious that additional traffic will have to be found to make the service remunerative and justify its continuance. In this respect the possibility of attracting new traffic and the question of diverting traffic to rail has been energetically pursued and the offices of the A.D.C., Controller of Road Transport and Chambers of Commerce, etc. have been sought to attain this result.

4. The traffic from the Nablus end has been almost entirely negligible, but I am informed by the District Officer that a firm promise has been made that the flour traffic will commence to pass by rail in February and traffic in bran of about 40 tons a month is also expected from Nablus to Haifa; a new traffic in the reverse direction is expected to include Sulphate of Amonium and salt from Athlit.

5. However, having regard to the poor results obtained for the current month I think the time must come to take a decision as to whether the service is to be continued or not. While the total results of the 3 months' trial period can be assembled at the end of the month, some reasonable notice will have to be given should we decide to close the line. My recommendation is therefore that the service be continued on trial for one further month up to the end of February and during the opening days we shall see if the many promises that have been made are materialising and the final decision should be taken, say by February the 14th, so that, if necessary, notice of termination of the service may be given to take effect from the end of the month, or the trial period ~~will be~~ further extended.

Fine seen by me 30/1/45.
See p. 486.

SUPERINTENDENT OF THE LINE.

ZF.

20/2

27/4

PALESTINE RAILWAYS

136

GENERAL MANAGER'S OFFICE
HAIFA.

438

Ref. F1/43 14th February 1945.

Superintendent of the Line.

Nablus Line.

I have undertaken to keep the Nablus line open for another three months as from the 1st February in order to give full opportunity for possible development. Please no arrange.

2. It appears that there might be a possibility of developing a traffic in fuel oil - up to several hundred tons a month - if we could offer conveyance in drums at the bulk oil rates to cover the return of the empty drums. Will you please confer with the Oil Companies.

AFK/CR.

General Manager.

Copy to:- Chief Engineer.
Acting Chief Mechanical Engineer.
Chief Accountant.

General Manager.

OFFICE NOTE.

Mr. Allan, Assistant Liaison Officer called upon me on the 9th instant to discuss the traffic posibilities on the Nablus line. He stated that he was doing the best possible to develop the traffic but that it was not likely that the total tonnage would reach the estimate of 2,000 tons as given in page 417 of this file.

He stated that if fuel oil could be conveyed in returnable drums it might be possible to obtain up to 5,000 to 6,000 tons per month. He undertook to examine this.

2. After discussion I agreed that the line would be kept open another three months as from the 1st of February.

K

General Manager.

13.2.1945.
CD.

434

PALESTINE RAILWAYS.

GENERAL MANAGER'S OFFICE.
H A I F A.

F.1/43. 7th December 1944.

Superintendent of the Line.

Re-opening of Tulkarm - Nablus Line.

Confirming Principal Assistant's verbal request of the 4th December, a brief report of the results of the first month's working is required as soon as possible please.

for General Manager.

JL/AFG/ TG.

RF 24/12

433

See
BF
on Sh's Return
folio 430

Write to confirming my verbal request of date S.J. 4/12/42

P.S.
1) Can we have a brief report from Sor of the results of the first month's working
2) Please get someone to look up in our files for information about the indubitable political aspect of lifting the Nat Ger-Iceland-Iceland line R/U

- COPY -

PALESTINE RAILWAYS.
OFFICE OF THE SUPERINENDENT OF THE LINE.

432

Ref. SL.2/58/11.
Haifa. 27.10.44.

TRAFFIC ORDER NO.944.

Re-opening of Tulkarm-Nablus Line.

On November 1 1944 the line from Tulkarm to Nablus will be opened for goods traffic until further notice. The line will be operated in accordance with the following instructions:-

2. Train signalling and communications.

(a) The Electric Train tablet will operate between Tulkarm and Nur esh Shams.

(b) A Mono staff will operate between Nur esh Shams and Nablus.

(c) There will be no telephone communication between Nur esh Shams and Nablus.

A Post Office telephone will be provided in the Station Master's Office Nablus who will communicate with the Tulkarm Station Master and the Haifa Control Office by this means.

3. Train Operation.

(a) A speed restriction of 30 K.P.H. will be observed throughout.

(b) 40% Brake Power must be provided on all trains.

(c) The section Nur esh Shams-Nablus is signalled at the Nur esh Shams end only. Up Outer and Inner Home Signals are provided at Nur Esh Shams, applicable for trains approaching from Nablus, and will be worked.

(d) No staff will be stationed at El Mas'Udiya. The guard, assisted by the brakesman, will be responsible for the operation of the points for the reversing movement.

Drivers must stop short of the points, before drawing on the loop to run round. The guard will go forward and ensure the points are correctly set.

(e) Drivers must sound their whistle approaching Nablus to give warning of their arrival.

The Station Master will be responsible to see the points are correctly set for the admittance of the train into the station. Trains should be accepted on the main line.

(f) The Signalman in charge Nur esh Shams will advise Haifa Control and Station Master Tulkarm of the departure of trains for Nablus. Station Master Tulkarm will advise Station Master Nablus over the civil line the departure time and load of train from Nur esh Shams.

(g) The Station Master Nablus will advise Station Master Tulkarm of the departure and load of trains from Nablus. Station Master Tulkarm will advise Haifa Control and Nur esh Shams.

4. Train Service.

The following Goods trains will run daily (Fridays excepted) :-

431

Down NO.73.			Up No. 72.		
Tulkarm	dep	1100 hrs.	Nablus	dep	1430 hrs.
Nur esh Shams	pass	1116 "	El Mas'udiya	arr	1500 "
El Mas'udiya	arr	1200 "		dep	1530 "
	dep	1240 "	Nur esh Shams	pass	1612 "
Nablus	arr	1330 "	Tulkarm	arr	1628 "

5. Engines and Rolling Stock.

(a) A Class 2 engine based on Tulkarm will be provided to work the trains.

Watering of engines will be done at Tulkarm and El Mas-Udiya.

(b) Rolling stock will consist of:-

12 - 15 ton box wagons
1 High sided open wagon
1 Low sided open wagon.

6. Working Timetable Instructions.

The Marshalling, Brake Power, Loading, and general instructions laid down in the Working Timetables, applicable to the Tulkarm-Nablus Line, must be strictly observed by all concrned.

SUPERINTENDENT OF THE LINE.

RZ/

430

F.1/43 1st November, 44

Administrative Secretary,
Government Offices,
Jerusalem.

419

An early reply to my semi-official letter No.F.1/43 of the 21st September, 1944 would be appreciated.

Acting General Manager.

up 25/11

TP.

on Gui's return

27/11

Message from Chief Engineer regarding quarters at Tulkarm which are occupied by R.T.O. and N.A.A.F.I :-

These quarters were built by the Army during the disturbances and they still belong to them.

6.10.1944.

428

F.1/43. 7th October, 44.

Chief Secretary.

Experimental re-opening of Nablus - Tulkarm line.

With a view to relieving the road transport situation, I am arranging for the Nablus - Tulkarm Section of the Hijaz Railway to be re-opened for goods traffic experimentally as from the 1st November next.

The initial cost of re-opening the line is estimated at less than £P.300 and the recurrent cost of working at £P.880 monthly.

It is difficult to estimate the probable traffic which is likely to be obtained but a survey gives a reasonable expectation of about 2,500 tons per month which, at the recently introduced flat rate of 10 mils per kilometre would bring in a monthly revenue of approximately £P.1,000.

Revenue should, therefore, be sufficient to cover expenditure over the Tulkarm - Nablus Section of the line. There is, however, the probability that traffic on the section will contribute materially to traffic over the main line; if this should prove to be the case, the re-opening of the section will prove to be well worthwhile.

2. The re-opening, however, is purely experimental and it may well prove to be disappointing. I consider, however, that in view of the prevailing difficult road transport conditions, the railway should make this attempt to assist in the general transport.

K

CD. General Manager.

Copy to :- District Commissioner, Samaria District, Nablus.

AFK./ " " Controller of Road Transport, Jerusalem.

PALESTINE RAILWAYS

427

GENERAL MANAGER'S OFFICE
HAIFA.

Ref.F.1/43.

7th October, 1944.

Chief Engineer.
Superintendent of the Line.
Chief Mechanical Engineer.
Chief Accountant.

Re-opening of Nablus - Tulkarm line for goods traffic.

With reference to the meeting held in this office on the 23rd of September, arrangements should be made for the Nablus-Tulkarm line to be re-opened for goods traffic as soon as practicably possible on the following basis of initial and recurrent expenditure :-

1. Initial Expenditure.

		£P.
(a) Repairs and reconditioning of buildings at Nablus.		120
(b) Tablet Instruments for work Tulkarm - Nur Esh Shams Section	Say	100
(c) Block line Tulkarm - Nur Esh Shams		9
	Total	229

The Chief Engineer should limit the repairs and reconditioning to buildings at Nablus to the lowest possible minimum bearing in mind that the service is experimental only and may have to be discontinued after a month and, in any case, is not likely to continue when road transport conditions improve. Any considerable expenditure on the reconstruction of the buildings will not, therefore, be worthwhile.

With regard to the tablet instruments, seeing that these are still in the possession of the railway and are not immediately required by the Army, it should be possible to take them on hire to cover the experimental period. The question of purchasing them outright should not, therefore, be discussed with the Army but rather the question of temporary hire for a few months.

Following a discussion with the Superintendent of the Line it has been decided that a telephone line from Nur Esh Shams to Nablus should not be necessary during the experimental period. Trains can be worked on a mono staff and the Post Office telephone line used for urgent purposes. It should be possible for all other traffic communications, including rolling stock indents, to be conveyed by daily train services.

2. Recurrent Expenditure.

	£P.
(a) Engineering Branch	180
(b) Locomotive Branch.	670
(c) Traffic Branch.	30
Total per month.	880

3. The Chief Mechanical Engineer has agreed that, during the experimental period it will be possible to operate the service without an inspection pit but that, should the service be established thereafter consideration will have to be given to using the empty inspection pit in the shed which is now occupied by the Government Agents.

4. Water.

The Chief Engineer has now reported that ample supplies of water are available at both Tulkarm and Massudiye.

5. Quarters.

The Superintendent of the Line will arrange for the quarters occupied now by the Assistant Station Master to be vacated for occupation by the driver and fireman. The Superintendent of the Line will arrange alternative accommodation for the Assistant Station Master. It has been suggested that temporary accommodation might be found in the Police Quarters or in Military quarters situated near to the station. This is a matter which the Superintendent of the Line should discuss with the Chief Engineer who already has in hand the question of certain accommodation occupied by the R.T.O. and N.A.A.F.I. at Tulkarm station.

The Chief Engineer will arrange the necessary renovation of the quarters for the driver and fireman.

6. The Superintendent of the Line should immediately acquaint the authorities in Nablus with the nature of the train service and should arrange for his officers to contact the District Commissioner and the commercial communities at Nablus and Jenin with a view to publicising the service as much as possible.

7. In the first place the service will be confined to goods traffic and will be extended to passenger traffic only if there is a firm demand from the public.

8. The Superintendent of the Line to report the date arranged for the reopening. The Chief Mechanical Engineer has already stated that he could operate the service by the 1st of November and this date should be the target to be aimed at.

9. The initial costs of reopening the line should be charged to the recurrent votes in the appropriate abstracts.

k

AFK./ CD. General Manager.

426

CHIEF MECHANICAL ENGINEER'S OFFICE HAIFA

50/9/44

REF. 6.15/38

General Manager.

Subject :- Nablus-Tulkarm Affula- Railway.
Reference:- Minutes of the meeting and Chief Engineer's letter. Sec.3 of 28.9.44.

Inspection Pits.

I agree with the Chief Engineer that for the purpose of this test, we will endeavour to carry on without the inspection pit. Should however the service be established we can then ask for the inspection pit in shed now occupied by Steel Brothers.

Water.

It is now noted that the water supply asked for by me at the meeting is available, I presume the Chief Engineer will now see that the water columns, valves, etc. are in proper working order.

Quarters.

If you decide that the Asst. Station Master has to vacate his present quarters in favour of the driver and fireman, I presume that the Chief Engineer will clean colour wash the quarters before handing over to the driver and fireman.

Am I to understand that the service will be inaugurated on the 1st November,1944 ?

Locomotive Engineer,
F/CHIEF MECHANICAL ENGINEER.

RS.
Copy to:- Chief Engineer.

425

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

Sec.3.
Haifa, 28 September, 1944.

General Manager.

Nablus - Tulkarm Affula Railway.

Your F.1/43 of 26th September, 44.

423

The figures given to me as approx. estimates by the Post Office Department were :-

	LP.
(3) Block line - Tulkarm Nur esh Shams installation	9
(4) Magneto Telephone pair - extension from Nur esh Shams to Nablus	130
	LP. 139:000 mils

plus

(5) Annual rental for (3) & (4) above ...	LP. 86.000 mils

In all cases, Post Office make a charge for installing instruments, etc., which remain Post Office property, and they charge an annual rental as well.

Item 2 of the Initial expense figures is in the nature of a guess as I have not been able to find out from anyone what the Army intend to charge per set for the tablet instruments, but I think that LP. 50 each should cover their cost.

Item 1 of Initial expense figures is ~~comprised~~ confirmed as is item 1 (LP. 180:000 mils per annum) of the recurrent figures.

Reference paragraph 3. Inspection Pit.

It has not yet been possible to locate the old inspection pit but a report from one who last saw it states that the useful walling stones were removed before it was filled in. Hence - as the pit would be awkwardly situated when located (its approx. position is known) and as it would be necessary to build a track to serve it, and in view of the report as to the stone walling having been removed, I recommend that the question of its incorporation in the scheme be dropped.

I would remark that when the Nablus service was in operation there was no pit at Tulkarm, and it may be that for the purpose of this proposed test Chief Mechanical Engineer can do without one. If not, then the only one available is in the shed leased to Steel Bros.

./.

Speak CME

Mr D
CME tells me he has written. Please check his letter & bring home. 3/10

424

Reference Paragraph 4 - Water.

I have ascertained that the conditions of water supply which sufficed when the Nablus service was last in operation can be restored at no cost,

viz at Tulkarm from 1st November an extra 15 M3 per day can be drawn from the water columns.

(The source being a well from which water is pumped by Kadoorie School Authorities to the 38 M3 storage tank in the Station with a 10 m head through a 2" pipe).

At Messoudieh there is a 40 M3 reservoir which is full, it being supplied by gravity from the Sabastiya reservoir through 3 kms. of old Turkish pipes.

(The Sabastiya tank is filled from a spring in Naqura village through about 1 km of 2½" Turkish piping).

This source will easily supply 15 m3 per day, so that Chief Mechanical Engineer can be certain of 2 watering points - each giving 15 M3 per day.

Paragraph 5 - Quarters. I have supplied the Superintendent of the Line with a sketch plan of quarters available and have shown how they are now being used. The A/Station Master lives in a ramshackle one storied stone building (a relic of the last war). It is this that Chief Mechanical Engineer said would serve to accommodate the Driver and Fireman if A/Station Master is required to vacate it and to find accommodattion in the Town.

I have suggested this to Superintendent of the Line who, however, would prefer to have the use of the Traffic wuarters (two storied 5 roomed building) which the P.P.R.D. occupy in addition to the barracks in the Station and the huts on the western side of the tracks.

D.S.P. informed me when I discussed his vacating the traffic quarters that he could do so only if alternative accommodation were provided, That is possible only by building, and a scheme for this is in course of preparation. (Your F.4/13 of 20th September, 1944, refers).

17 file
F4/13

GF. Chief Engineer.

Copy to:- Superintendent of the Line.
Chief Accountant.
Act.Chief Mechanical Engineer.

423

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA.

Ref.F.1/43. 426 26 September, 1944.

Chief Engineer.
Superintendent of the Line.
Acting Chief Mechanical Engineer.
Chief Accountant.

Nablus-Tulkarm Affula Railway.

I forward herewith a copy of the notes of Saturday's meeting.

The Chief Engineer and Superintendent of the Line will please submit the necessary information within the next few days.

420

2. It is not clear from the Chief Engineer's letter Sec.3 of 22nd September, 1944, why the railway is called upon to pay the cost of installation of the telephone etc. and, thereafter a rental at the rate of £P.86 per annum. This point should be clarified.

CD.

General Manager.

NOTES OF MEETING HELD IN GENERAL MANAGER'S OFFICE ON 23RD SEPTEMBER 1944.

PROPOSED RE-OPENING OF NABLUS - TULKARM LINE.

PRESENT :-

General Manager.
Chief Engineer.
Superintendent of the Line.
Acting Chief Mechanical Engineer.
Chief Accountant.

---

1. Passengers.

The Superintendent of the Line stated that the line was not worth reopening from Affule to Nablus and that it was not worth attempting to run a passenger service. The General Manager was of the opinion that the value for the passenger service would be in the contribution to the main line traffic. If the line was reopened, therefore, an attempt should be made, even if with one coach on the goods train to catch passengers between Nablus and Jaffa. This would entail running the first train in the morning from the Nablus end to connect with No.3 from Haifa.

2. Goods.

The Superintendent of the Line considered that it would, in present circumstances be worth opening the line from Nablus to Tulkarm for goods traffic. He estimated the monthly tonnage at 2,700 tons, bringing a revenue of £P.1,026 at the new rates. Provided, therefore, the traffic would travel at the new rates and provided initial and recurrent costs could be kept low, it would be worth reopening the line, not only for itself but because of the contribution to main line traffic.

3. Expenditure.

Recurrent.		Monthly. £P.
Engineering Branch.		180
Locomotive Branch (coal burning engine).		670
Traffic Branch.		30
		880
Rental for P.O. Installations.		7
		887
Say	£P.	1,000

Unless, therefore, the tonnage quoted by the Superintendent of the Line was the bare minimum the financial case was not good - except for the contribution to main line revenues. This latter would make the proposals worthwhile.

Initial.

Before the line could be worked the following expenditure was necessary :-

		£P.
1. Repairs and reconditioning of buildings at Nablus.		120
2. Pair of tablet instruments to work Tulkarm - Nur Esh Shams.	Say	100
3. Block line Tulkarm - Nur Esh Shams.		9
4. Magneto telephone pair. Extension from Nur Esh Shams to Nablus.		~~130~~
	£P.	359

The Chief Engineer had given the foregoing figures - as supplied by the Postal Department in the case of 2 to 4.

In addition certain expenditure would be required to dig out the inspection pit so that the engine could be maintained at Tulkarm as previously. It was agreed that, in the first stage at any rate, Messrs. Steel Bros. should not be asked to move from the new Running Shed.

The Chief Engineer was asked to finalise his estimate of initial expenditure as soon as possible.

4. Water.

Some difficulty was anticipated regarding loco water supplies - this point not, apparently, having been considered when the Chief Engineer submitted his letter Sec.3 of the 22nd September, 1944. The Chief Mechanical Engineer, who had visited Tulkarm to ascertain first-hand information states that, according to the Station Master, Tulkarm, supplies could be obtained from an Army installation. It appeared, however, that this would be hard water. The Chief Engineer was instructed to examine the question as soon as possible, especially with regard to the practicability of obtaining sufficient supplies from Massoudieh as previously. He was also to submit estimates of initial and recurrent cost.

5. Quarters.

The quarters formerly occupied by the driver and fireman were now being used by police or traffic staff. The General Manager said that the driver and fireman must be properly housed and that, to meet the situation, some of the traffic staff must, if needs be, live in Tulkarm town. The Superintendent of the Line was instructed to collaborate with the Chief Engineer, and if necessary D.S.P. and submit early proposals.

6. Date of Opening.

Provided water supplies and quarters were satisfactory, the Chief Mechanical Engineer stated that he could commence to operate the service by the 1st November.

k

General Manager.

CD.
25.9.1944.
Copy to :- Chief Engineer.
Superintendent of the Line.
Acting Chief Mechanical Engineer
Chief Accountant.

420

423

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

Sec.3.
Haifa, 22 September,1944.

URGENT.

General Manager.

Tulkarm - Affula Railways.

Your F.1/43 of 20th September,1944.

The information referred to in paragraph 3 of Superintendent of the Line's letter SL. 2/58/11 of 8th September, 1944, is as follows :-

	LP.
1. Repairs and reconditioning of buildings at Nablus.	120
2. Pair of tablet instruments to work Tulkarm -Nur esh Shams	Available , but Army property. Cost not known.
3. Block line Tulkarm -Nur esh Shams.	9
4. Magneto telephone pair Extension from Nur esh Shams to Nablus.	130
5. Annual rental payable to Post Office for 3 & 4 including telephones.	86 .

Say. 100

359

2. In regard to item 2 application was made in April last to the Army for the retention of 3 pairs of tablet instruments Indian pattern from those supplied in connection with the expansion scheme. To date I have had no information whether the Army agree to sell these and, if so, at what cost. D.A.D.Tn. (W.& W.) is pursuing the matter with Headquarters.

Chief Engineer.

GF.

Gen. 5.

ON HIS MAJESTY'S SERVICE

419

F.1/43. 21 September, 44.

K

The note which you prepared upon the question of disposing of the Hijaz Railway property does not appear to be in my file and I would, therefore, be extremely grateful if you could let me have a copy.

Yo K

A.L. Kirkbride Esq., O.B.E.,
Administrative Secretary,
Government Offices,
JERUSALEM.

AFK./ CD.

BF/ 15/10

418

PALESTINE RAILWAYS
GENERAL MANAGER'S OFFICE
HAIFA.

Ref. F.1/43. 20th September, 1944.

Chief Engineer. — 420
Superintendent of the Line.
Chief Mechanical Engineer.
Chief Accountant.

Nablus - Tulkarm - Affula Railways.

Please arrange to attend a meeting in this office at 10 o'clock on Saturday next the 23rd instant to discuss the possible reopening of the Nablus - Tulkarm line.

Before that date the Chief Engineer should send to this office the information referred to in paragraph 3 of the Superintendent of the Line's letter SL.2/58/11 of September, 1944.

CD.

General Manager.

OFFICE OF THE SUPERINTENDENT OF THE LINE.

417

Ref. SL.2/58/11.
Haifa, 9.44.

General Manager.

9/9/44

Nablus - Tulkarm - Affula Railways.

Your F.1/43 of 19.8.1944.

413

405

I can find no supporting data to justify the re-opening of the section between Nablus and Affula, nor do I consider that a passenger service between Nablus and Tulkarm would be patronized. There is at present an hourly service by bus between Tulkarm and Nablus which caters for general travel and this is supplemented by a limited number of taxis. Our station at Tulkarm is over 1 kilom. from the town and the train service which we could provide would not attract passengers to rail.

2. There appear, however, to be reasonable grounds for an experimental re-opening of the line for goods traffic. The question has been discussed with the President of the Chamber of Commerce and merchants of Nablus as well as with the Assistant District Commissioner, and it is evident that a re-opening would be welcomed and supported.

3. Before a service can be introduced there are a number of initial charges to be met, such as the provision of staff instruments between Tulkarm and Nur Esh Shams, repairs to buildings etc. The Chief Engineer is at present examining this aspect and I will be able to give a complete picture when the costs are available.

4. In the meantime, the following is a balance sheet of the monthly operating costs and the anticipated monthly revenue.

Expenses.

Traffic Branch.

Additional staff	LP 30.-
Loco Branch	420.-
Engineering Branch	180.-
	LP 630.-

Revenue.

Traffic to Nablus.

Cement from Nesher	250 tons	100	100
Cereals from Jaffa	1000 "	1300	1300
Salt from Athlit ~~and Jerusalem~~	300 "	60	180
Soda from Haifa	200 "	15	15
Sugar from Jaffa	200 "	40	40
Fuel oils from Haifa	100 "	—	
Building materials from Haifa	~~100~~ "	—	

Traffic from Nablus.

Normal Soap	200 "	10	
Flour	250 "	250	
Bran	2700 tons		

1715

P.T.O.

416

This tonnage at the New flat rate of 10 mils per kilometre over the section Nablus to Tulkarm is equivalent to LP 1026.

5. On the general question of the re-opening of this line, I have the following comments to offer :-

(i) I have tested the costs and receipts for ~~each~~ this branch line separately, as I consider that it should, as far as possible, be self supporting. There is no doubt, however, that the P.R. would benefit from the conveyance of traffic for the branch from Haifa, Jaffa etc. and the value of this contribution will be calculated as soon as some experience is gained of the traffic flow and volume.

(ii) The tonnage figures which I have quoted are those at present conveyed by Government Transport Motors, and whilst this should revert to rail there is no guarantee that in fact it will or that the present level will be maintained. I consider, however, that there is a reasonable margin to justify an experiment over a period of 3 months and I recommend that this course be followed.

(iii) In arriving at this conclusion I have in mind that the commodities are basic necessities which are likely to increase as soon as military requirements decline, and I anticipate a sharp rise in the volume of these traffics in the immediate post war period.

(iv) I would suggest that the present is an appropriate time for the introduction of this new service, as if we hope to share the transport of these traffics in the post-war years, it is essential that an early relationship be established with the Trading Community at Nablus.

(v) It should be understood that for the period of the experiment, costs be restricted to bare essentials in equipment etc.

Harris

SUPERINTENDENT OF THE LINE.

LL.

Copy to:- Chief Engineer.

415

OFFICE OF THE SUPERINTENDENT OF THE LINE.

GENERAL MANAGER'S 29 AUG 1944

Ref. SL.8/58/11
Haifa, .8.44.

General Manager.

Nablus-Tulkarm-Affula Railways.

Your F.1/43 dated 19th August, 1944. 413

This matter is under active consideration and I hope to be able to give a definite report within the course of the next few days.

SUPERINTENDENT OF THE LINE.

JI. ✓ See folio 420

BJF 10/9 ✓

414

GOVERNMENT OF PALESTINE.

Tels. 4452-3, 4427-8-9
4957, 5061 (7 LINES)

IN REPLY PLEASE QUOTE
NO. 14/6.

CONTROLLER OF HEAVY INDUSTRIES
AND
DIRECTOR OF WAR PRODUCTION
P. O. B. 661
JERUSALEM.

22nd August, 1944.

Tulkarm-Nablus Railway

Dear Kirby, 412

Thank you for your letter F.1/73 of 15th August from which I have noted that the prospects of obtaining early supplies of steel from the above sources are not bright.

2. The quantity of reinforcing steel required for the immediate building programme, to be started I hope this year, is some 11,000 tons but of course only a portion of this steel could be replaced by old rails. We are also having difficulty in obtaining timber for scaffolding and shuttering and as old rails are most useful for the purpose I could absorb very large quantities but it will all be required long before the sidings in ~~Railway~~ military camps will be available.

Yours Sincerely
Commander

24/8

A.F.Kirby Esq.,
General Manager,
Palestine Railways,
HAIFA.

CWB/ms.

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
H A I F A

F.1/95 43

19 August, 1944.

Superintendent of the Line.

Nablus - Tulkarm - Affula Railway.

Your letter No.SL.2/58/11 of the ~~1st~~ 23rd June, 1944.

Please state when your report in regard to the above matter may be expected.

General Manager.

MBL/ RJ

412

414

F.1/73. 15 August 44.

Dear WB

411

Your letter 19/6 of the 7th instant.

The fate of the Tulkarm-Nablus Railway has not yet been decided.

I am now considering the possibility of re-opening the line to relieve road transport. If this proposal should not prove to be an economic one I shall then consider the advisability of taking up the line but before I do so there are several matters of a political nature which have to be settled. I cannot, therefore, see any immediate prospect of the line being recovered for the purposes which you have in mind.

It occurs to me, however, that the quantity of rails which you require for building purposes may be relatively small. For example, a kilometre of track would provide you with enough rails for a good many buildings. If you will let me have some idea as to the quantity you are likely to require, I will explore the possibility of ~~their~~ becoming available from any sidings which may be taken up from military depots, etc., after the war.

Yours

C. Wilson Brown Esq., C.B.E., M.C.
Director of War Production and
Controller of Heavy Industries,
P.O.B. 661,
JERUSALEM.

AFK./ CD.

GOVERNMENT OF PALESTINE.

TELS. 4452-3, 4427-8-9
4957, 5061 (7 LINES)

IN REPLY PLEASE QUOTE
No. 19/6

CONTROLLER OF HEAVY INDUSTRIES
AND
DIRECTOR OF WAR PRODUCTION
P. O. B. 661
JERUSALEM.

7th August, 1944.

Dear Kirby,

Shaw, my Deputy, attended a meeting of City Engineers the other day at which it was mentioned casually (I think by Park) that you were intending to dismantle the Tulkarm-Nablus narrow gauge railway and that the rails might be used for building purposes.

As you know I am very much concerned at present with housing programmes and the difficulties encountered in obtaining the necessary materials. Can you say whether this source of steel will be available ?

Yours Sincerely
Edmund Scott

A.F.Kirby Esq.,
General Manager,
Palestine Railways,
HAIFA.

Papers pl
K
11/8

DRL/ms.

410

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA

F.1/43 27 July, 1944

Superintendent of the Line.

Nablus - Tulkarm - Affula
Railway.

Your letter No.SL.2/58/11
of the 23rd June, 1944. 409

Please let me know how this matter now stands.

General Manager.

TP.

REMINDER

No.	Date	Initial
1	August	
2		
3		

See 415

See 417

BF

409

410

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SL. 2/58/11
Haifa, 23 6.44.

General Manager.

Subject :- Nablus - Tulkarm - Affula Railway
Reference :- Your F.1/43 of 14.6.44.

A report will be sent you shortly.

SUPERINTENDENT OF THE LINE.

BF 19/VII

408

F.1/43. 31 May 44.

District Commissioner,
Samaria District,
Nablus.

Nablus-Tulkarm-Affule Railway. 406

Your letter No.990 of the 24th May, 1944.

Prior to receipt of your letter I have already been considering the possibility of opening up a service between Nablus and Tulkarm. The matter has been dealt with by the Superintendent of the Line of these Railways and I shall be grateful if you will give him approximate figures of the probable freight and passenger traffic which would become available to the railway should the Nablus-Tulkarm line be re-opened. The general impression of the Superintendent of the Line, who has a fairly good knowledge of traffic possibilities, is that the traffic between Nablus and Tulkarm is not likely to justify the service and that certainly the traffic between Tulkarm and Affule would not justify the reinstitution of train services. However, I am anxious that the matter should be thoroughly examined.

CD. General Manager.
Copy to :- Superintendent of the Line. For information and necessary action.

General Manager

Gen Ref P 406 (1) 407

Your demi-official letter referred to by the DC Samana District is at P.39 H.

(2) Letter to CMS Tok is at P 405 to which there has been no reply to date.

(3) Do you wish a reminder to be sent plse?

Jan
29/5

GOVERNMENT OF PALESTINE.

No. 990

406

408

DISTRICT COMMISSIONER'S OFFICE,
SAMARIA DISTRICT, NABLUS.

May, 1944.

General Manager,
Palestine Railways,
Haifa.

39/9/2 F1/V3

394

Nablus-Tulkarm-Affule railway.

" Your demi-official letter 39/9/2 of 14th April, 1944.

The Samaria District Motor Regulatory Board has drawn attention to the fact that there are four omnibus companies and twenty taxis being used regularly on the Nablus - Tulkarm route and has suggested that, in the interests of conserving motor transport, the proposal to reestablish a train passenger service between Nablus and Tulkarm should be reconsidered. There have also been renewed representations from the public for a resumption of a goods service between Nablus and Tulkarm and Affule.

2. I could obtain for you approximate figures of the probable freight and of passenger traffic should these services be renewed; but before making enquiries I should be glad if you wouldlet me know if there is any possibility of operating these lines in the near future should the traffic justify such action.

Connect up with paper on which recently work & collect to

D. C. MacGillivray

DISTRICT COMMISSIONER,
SAMARIA DISTRICT.

/EK.

28/5

PALESTINE RAILWAYS

GENERAL MANAGER'S OFFICE
HAIFA.

Ref. F1/43

24 May 1944.

Superintendent of the Line.

Tulkarm-Nablus Service.

When I recently passed through Tulkarm station, the Station Master informed me that because of the deterioration in road transport services there was justification for a re-introduction of the Tulkarm-Nablus service.

I have previously mentioned this matter and shall be glad if you will now give it serious consideration.

General Manager.

AFK/ CE.
Copy to:- Chief Mechanical Engineer.

Reminded on 14/6/44

404

39/9/2. 18th April 44.

A.D.Tn.(Way & Works) Tn.3.,
General Headquarters,
Middle East Forces.

403

Tulkarm - Affule Line.

Your letter TN3/4506 dated 11th instant was received here today. Instructions have been given to discontinue maintenance charges with effect from the 30th April 1944.

(Sgd) A.J. KIRBY

LEW./ IP. General Manager.

Copy to:- Chief Engineer.
For information and necessary action, with reference to my No.39/9/2 of the 30th March 1944 and attached letter Tn3/4506 of the 11th April 1944 from A.D.Tn.(Constr.).
.... " " Chief Accountant.

General Manager.

403

Subject:- TULKARM - AFFULE Line. Maintenance of track.

GHQ MEF
Tele Extn 268
Tn3/4506.

39/9/2

11 April 44.

General Manager,
Palestine Railways,
H A I F A.

Dear Sir,

1. With reference to your 39/9/2 of 30th Mar. 44, it is agreed that the maintenance, by the Pal Rlys, of the TULKARM - AFFULE Line may now be discontinued.

2. It is suggested that the cessation of maintenance charges should be effective with effect from the 17th April 44, and your concurrence in this suggestion is invited.

Yours faithfully,

S. Stevens

(Sgd) S. Stevens
Lt. Col., R.E.
A.D.Tn(Way & Works)Tn.3.
for Maj.Gen. D.Q.M.G.(Mov&Tn).

SS/RS.

Agreed with CE 4/ulus from 30/iv/44 J/18/iv

402
403

39/9/2. 30 March 44.

A.D.Tn.(Constn.),
General Headquarters,
Middle East Forces.

Maintenance of Tulkarm-Affule Line.

I have received an advice from Governmen to the effect that the Tulkarm-Affule line is unlikely to be used for any military purposes so far as can be foreseen.

2. As you are aware, this line is at present maintained by skeleton gangs at Army expense. Will you please let me have an early decision regarding the continuance of the maintenance of this line. G.H.Q., M.E.F. papers 1448/12/Q(T) have reference.

AFK/ CE. General Manager.

Copy to:- Nov. & Tn., Levant Area.
Chief Engineer.

4/U
30/4

401

Government of Palestine.

In replying to this please quote the date and reference number.

SF/400/40

Chief Secretary's Office,
Jerusalem.
17th March, 1944.

To General Manager,
Palestine Railways.

Reference to previous correspondence:

The undermentioned documents are forwarded herewith for ~~XXXXXXXX~~ *information* •
~~XXXXXXXX~~

Subject Tulkarm - Affule Railway Line.

To CHIEF SECRETARY

Date	Reference No.	Description
14.3.44.	Q 4848	Letter from D.A. & Q.M.G., H.Q. Palestine Base (with enclosures)

C.S.O. 1. EM.

400

COPY

Subject:- TULKARM-AFFULE railway line

HQ PALESTINE
Q4848
14 Mar 44.

Chief Secretary
Govt of Palestine.

I enclose for your information copy of Ref 1448/12/Q(P) dated 1 Mar 44 from GHQ, together with copy of this HQ reply of even number and date.

(Sgd.) E.A.H.Goodwin, Lt.-Col.
for Brigadier
DA & QMG.

Copy to:- Mov & TN.

COPY

Subject:- TULKARM - AFFULE railway line

HQ PALESTINE
Q4848
14 Mar 44.

GHQ MEF

Copy to:- G
Mov.

Ref 1448/12/Q(P) dated 1 Mar 44.

a) The line has not been in use since 1941.

b) It is unlikely to be used for any military purposes so far as can be foreseen.

(Sgd.) E.A.H. Goodwin, Lt.Col.,
for Maj-Gen
Comd
Palestine Base & L of C.

COPY

Subject:- TULKARM-AFFULE railway line

GHQ MEF
1448/12/Q(P)
1 Mar 44.

HQ PALESTINE (Q Branch)

Copy to:- HQ RAF ME
Mov & Tn (MOV 7/102 of 10 Feb 44 refers)

1. Maintenance charges are being incurred in respect of the permanent way on the TULKARM-AFFULE narrow guage line, as a British Army commitment against the possibility of the line being required for military purposes.

2. In view of changed conditions it is now considered that this commitment might be terminated.

3. Will you therefore please state:-

(a) if you use this line now, and, if so, for what purpose;

(b) if you anticipate that you may require to use the line at some future date, and, if so, for what purpose.

4. HQ RAF ME have stated that they do not require the line in question.

(Sgd.) Alex G. COCHRANE

for Maj-Gen
DQMG.

397

Palestine Railways.

Telegraphic Address:
"Railways, Haifa."

General Manager's Office,
Haifa.

Enclosures

Reference No.
39/9/2.

May 19 43.

Dear

With reference to my letter No.39/9/2 of the 14th April 1943, I shall be glad to know whether you are yet in a position to supply me with the information as to the traffic likely to be forthcoming if a train service to Nablus is inaugurated.

Yours

R.H.R. Church Esq.,
District Commissioner,
Samaria District,
Nablus.

Mobe
to Church
'phoned to me that he has been difficult in supplying this information. We are to discuss when next we meet. [illegible]

IK.

[illegible] 24/5

396

39/9/2. May 43.

Dear

394

With reference to my letter No.39/9/2 of the 14th April 1943, I shall be glad to know whether you are yet in a position to supply me with the information as to the traffic likely to be forthcoming if a train service to Nablus is inaugurated.

Yours

R.H.R. Church Esq.,
District Commissioner,
Samaria District,
Nablus.

AGN./ IK.

NAME	APPOINTMENT	GRADE	DATE OF BIRTH	
Mr. A.F. Kirby	General Manager.	Spl.	13. 7.99	Confirmed.
Mr. J. Norman	Personal Assistant	II	23. 2.1895	do.
Mr. L.F. Williams	Administrative Assistant (1)	II		

395

AH (2)

Folio 394

Do you wish to send a reminder please

MBC
4/5.

BF 19/5/43.

4.5.43

Goods & c. Earnings	12	49.			P. R. Cheques	—	—
Debit Notes, No.					Payments as per Vouchers attached No.		
No.	—	—	12	49.			
Receipts not affecting Earnings R.E.I.No.							
Other Govt. Depts Cash, R.E.I.No.	—	—	—	—			
Total			12	49		12	49.

Date 29-1-

Signature and Staff No. of Station Agent.

A. 102

for Chief Accountant

Date

Remarks

394

39/9/2. 14 April 43.

Dear Church.

When we recently met in Jerusalem we talked of the possibility of putting on a train service to Nablus to alleviate the transport position. To enable my officers to assess possibilities I should be grateful if you could let me know what tonnage of traffic and what passenger traffic is likely to be forthcoming if a train service, say three times a week, were inaugurated.

Yours

R.H.R. Church Esq.,
District Commissioner,
Samaria District,
NABLUS.

AFK./
CD.

F № 4848

سكك حديد فلسطين Palestine Railways מסלות הברזל פלשתינה (א"י)

بوليصة نقل غير مستعجل GOODS INVOICE תעודת העברה של משא

من מ־	السعيد	LOCAL	To
محطة תחנת		محلي מקומי	Station
مخزن ענף			Siding

الى לـ

ent No. نمرة الـ מס׳ המ	Date تاريخ תאריך	Time وقت זמן	Train No. نمرة القطار מס׳ הרכבת	Consignor's Name & Address اسم وعنوان الراسل שם וכתבת השולח	Consignee's Name & Address اسم وعنوان المرسل اليه שם וכתבת המקבל
			٨٨		

ed by ..... تحملت بمرفة נטען ע״י

To be unloaded by ..... التفريغ بمرفة לפרוק ע״י

Collection Sheet No. ..... نمرة كشف الاستلام מס. גליון הגבייה

מס. גליון המשקל	Truck No. نمرة الشاحنة מס. הקרון	Seals No. نمرة الاختام מס׳ החותמת	No. of Packages عدد الطرود מספר החבילות	Description of Goods جنس البضاعة תאור הסחורה	Weight الوزن משקל: Actual الحقيقي אמתי (Kilograms كيلوغرام קילוגרמים)	Weight: Charged for الوزن المحسوب عليه המחושב (Kilograms كيلوغرام קילוגרמים)	Amount القيمة סכום: Paid القيمة المدفوعة שולם (L. P. جنيه לא״י / Mils مل מיל)	Amount: Paid on مصاريف مدفوعة הוצאות שונות (L. P. جنيه לא״י / Mils مل מיל)	Amount: To Pay الدفع بالوصول לשלם (L. P. جنيه לא״י / Mils مل מיל)
				بدر بطيخ					١٦٥

12/1

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER

393

Ref. No. Sec. 3
Haifa, 11th January, 1943.

General Manager.

39/9/2

SUBJECT :- Old Turkish Railway Stations Jenin - Nablus. 391
REFERENCE :- Further to my letter Sec. 3 of 2.12.42 ~~and~~ your 39/9/2 of 16.11.42. 390

The position is as follows :-

(1) Anabta - Corrugated iron hut occupied by keyman.

(2) Masu'diya - Occupied by Ganger and Platelayers.

(3) Nablus - Buildings are inspected by ganger twice weekly.

(4) Sabastiya - No Railway buildings.

(5) Silah - Looked after by keyman, who sleeps there.

(6) Arrabeh - Nothing is left worth of removal. Keyman cannot stay at this station as building is whithout a roof.

(7) Jenin - Occupied by the Army.

2. It will be seen that except at Nablus all buildings are inhabited. In regard to Nablus the Department of Public Works are negotiating lease of the station building.

A.G.M.

AR.

To accept.
Pp 390 & 391 refs
12.1.43

CHIEF ENGINEER.

12/1

מסלת הברזל סיני

SINAI MILITARY RAILWA

גליון תשלומים

PAY SHEET

المصلحه
מחלקת

MONTH Jan - 1926 الشهر
חודש

DIS

6 Rate فيه משכורת	7 Allocation التوزيع הפרית חתקציב	8 Net Pay الصافية תשלום נקי L. E.	Mill.	9 Cost of Living Allowance علاوة بدل مسكن מחיר יוקר החיים L. E.	Mill.	10 Total Amount اليكون סיה L. E.	Mill.	11 Fines جزاءات קנסים L. E.	Mill.	12 Rent اجرة مسكن שכר דירה L. E.	Mill.	13 Electric Light مصاريف نور מאור חשמלי L. E.	Mill.	14 Audit Debit Sheets مناقصات المراقبة ששרי חובות בקורת L. E.	Mill.	15 Medical Fees مصاريف المعالجة הוצאות הרפוי L. E.	Mill.
12	A 108	2	400			2	400										
12	"	1	680			1	680										
12	"	1	680			1	680										
12	"	1	680			1	680										
12	"	1	680			1	680										
12	"	1	680			1	680										
6	"	1	620			1	620										

orig on 6/2/6

392

EXTRACT FROM NOTES OF MEETING WITH COL. EMERSON IN GENERAL MANAGER'S OFFICE, HAIFA, TUESDAY, DECEMBER 8th 1942.

391 9/2

391
393

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

Ref.Sec.3.
Haifa, 2nd December,1942.

General Manager.

Subject :- Old Turkish Railway Stations - Jenin and Nablus.
Reference:- Your 39/9/2 of 16.11.1942.

390

The Police suggest that watchmen should be employed at unoccupied stations.

2. The matter is being investigated and I will report the result in due course.

CHIEF ENGINEER.

SW.

Engs 3/12/42

390

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

39/9/2.

16th November 1942.

391
393

Chief Engineer.

389

Subject :- Old Turkish Railway Stations - Jenin - Nablus.
Reference :- Your letter Sec.3 of the 11th November 1942.

I note your report in connection with the above.

Will you please state what action is being taken to prevent a recurrence of this type of theft.

General Manager.

AGN./ SS.

Reminded on 30.11.42.

17/12

389

390

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

Ref.Sec.3.
Haifa, 11th Nov.,1942.

General Manager.

39/9/2

Subject :- Old Turkish Railway Stations - Jenin - Nablus.
Reference:- Your 39/9/2 of 15th Oct., 1942. 388

The station buildings between Jenin and Nablus are in the same condition as taken over from the Army Construction Company upon completion of the reconditioning work in 1941.

2. At Arrabeh, however, the keyman observed on 6.7.1942 that 12 lengths of timber had been removed from the roof of the station building and the matter was promptly reported to the Police.

CHIEF ENGINEER.

SW.

388

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.
15th October 1942.

389

39/9/2

Ref. ~~25/5/75~~.

Chief Engineer.

Subject :- Old Turkish Railway Stations - Jenin - Nablus.

I forward herewith for your information and necessary action copies of a letter from the Commander, Palestine Base & L. of C. to the Chief Secretary and my reply thereto.

Please ensure that the station buildings are properly safeguarded.

AF[redacted]/ CD.
Copy to :- Superintendent of the Line.

General Manager.

387

COPY.

HQ. PAL. BASE & L OF C.
Ext. 75
Q/4752

CONFIDENTIAL.

16th September 1942.

Chief Secretary,
Government of Palestine.

Sir,

Subject :- Salvage.

It has been reported that the old Turkish railway stations in the Jenin and Nablus area are being rapidly demolished by the local natives.

As this material would be of considerable value to the Military Authorities, would you have any objection to these railway stations being taken over by us and the material used for military purposes?

I have the honour to be
Sir,
Your obedient servant,

(Sgd.) H.S.L. Castle.

Major.
for Major General,
Comd.,
Palestine Base & L. of C.

CD.

R. E. 3 מסלות הברזל פלשתינה (א"י) Palestine Railways سكك حديد فلسطين

№ 61915

תעודת העברה של טשא GOODS INVOICE بوليصة نقل غير مستعجل

From Station HAIFA חיפה حيفا מ־ من

Siding תחנת מזון محطة عزل ענף

LOCAL محلي מקומי

To Station Rawleh אל ל־ الى

Siding תחנת מזון محطة عزل ענף

C/ment No. מס' המשלח	Date תאריך	Time זמן	Train No. מס' הרכבת	Consignor's Name & Address שם וכתבת השולח	Consignee's Name & Address שם וכתבת המקבל
357	20/4 37	14 40	41	Manutchoff	Yousef M. Medin

Loaded by נטען ע"י

To be unloaded by לתפרק ע"י

Collection Sheet No. מס. גליון הגביה

Weighment Sheet No. מס. גליון הטשקל	Truck No. מס' הקרון	Seals No. מס' החותמת	No. of Packages מס' הארזים	Description of Goods תאור הסחורה	Weight משקל Actual הבפועל	Charged for לחשבון	Amount סכום Paid הכמות הנדרשת		Paid מס הכמות הנדרשת		To Pay הנדרש לתשלום	
					Kilograms קילוגרם	Kilograms קילוגרם	L. P.	Mils	L. P.	Mils	L. P.	Mils
	4069			Diesel oil Hire charge		400	3 360 500 3 860					

Amount received (in words) or Railway transport voucher no. סכום שנתקבל (במלים)

386

3/20/42.

Subject :- Old Turkish Railway stations - Jenin - Nablus.

(1) G.O.C. - Q/4752 - 16.9.1942.

(2) G.M.R.

I am to request your early observations on ~~f~~ (1) please.

?
16.10.

(3) C.S.

The Tulkarm-Affule line is being retained for military strategic purposes and the station buildings cannot be dispensed with.

2. The railway maintains a skeleton maintenance gang for this line and both railway patrolmen and Palestine Police are supposed to keep a watch over the buildings. I have received no report to indicate that the buildings are being rapidly demolished by local natives, but the matter is being brought to the notice of the officer responsible.

3. It is possible that the person reporting upon this matter may have gained the wrong impression because many of the buildings were blown up during the disturbances and, beyond making good the few rooms essential to railway operation, they have not since been repaired.

15.10.1942.
GD.

General Manager.

PALESTINE GOVERNMENT

RAILWAY TRANSPORT VOUCHER

(Stores)

A № 00644

CHARGEABLE TO Printing & Stationery DEPARTMENT

To the Station Master at Jerusalem Station

Please accept and forward the undermentioned articles by •Passenger / Goods train

to Haifa Station in the name of Engineer in Charge P.W.D. (Consignee)

Loaded by ..... to be unloaded by .....

(••) TRUCKS REQUIRED		No. of Packages & marks if any	DESCRIPTION OF GOODS	Consignor's weight		REMARKS
Number	Capacity			Tons	Kilos	
		1/16120 One Packet	Printing		20	

I hereby certify that the particulars mentioned above are correct and I agree to accept conveyance of the goods by the Palestine Railways at rates and under conditions regulations and bye-laws in force. I further undertake to accept full liability for all Railway charges in the event of consignee refusing to take delivery of the consignment.

Signature [signature] Appointment .....

Date 3.8.31 Place Jerusalem

(•) Delete entry not applicable.

(••) This information should only be given when a complete truck or trucks are required for any particular consignment.

TO BE COMPLETED BY THE RAILWAY STATION CLERK

Description of goods in Clasification Terms	Class	Number of Packages	Weight				Amount		Placed for loading		Completion of loading		Invoice No.
			Actual		As charged								
			Tons	Kilos	Tons	Kilos	L.P.	Mils	Date	Time	Date	Time	
													53620

Date ..... L.P. [redacted] Mils

DUPLICATE

Signature & Staff No. of Station Clerk

COPY.

25/5/75. 28th Sept. 1942.

Secretary,
War Supply Board,
Jerusalem.

Subject :- Disposal of Railway Material.

In reply to your letter, I regret that the Palestine Railways have no spare permanent way material either standard or narrow gauge. Your enquiry has been referred to the D.A.D.Tn. (Construction) Haifa who may be able to assist in obtaining what you require.

2. The "disused" line to which you refer is being retained for military strategic reasons.

(Sgd.) A.F. Kirby.

General Manager.

SS.

28/1/8. 13th Octob

Officer Commanding,
No. 6 Railway Operating Group R.E.,
Middle East Forces.

Subject :- Printing of Rules and Regulations.
Regulations

384

COPY.

WAR SUPPLY BOARD
GOVERNMENT OFFICES
JERUSALEM.

5-63-0.

24th September 1942.

GENERAL MANAGER, RAILWAYS.

I am directed to inform you that the Middle East Supply Centre has enquired whether Palestine could make available two kilometres of light railway lines from the disused narrow gauge line near Nablus for the use of the Kosseir mines, Egypt, which are engaged on essential production in the war effort.

I am to request you to inform me whether this length of line could be spared and what is the size of the railway lines in question.

2. The Middle East Supply Centre has also represented that there is a great shortage of railway lines in the Middle East, that it is practically impossible to obtain supplies from overseas and that if this disused line could be made available to meet emergency requirements of Middle East territories it would be of much value in the war effort.

I should be grateful if I might receive your observations on the possibility of releasing these railway lines for export to other Middle East territories.

(Sgd.) J. Jacobs.

SECRETARY
WAR SUPPLY BOARD.

SS.

Palestine Railways.

Telegraphic Address:
"Railways, Haifa."

Enclosures

General Manager's Office,
Haifa.

Reference No.
42/3/1.

16th October 19 42.

Officer Commanding
No.6 Railway Operating Group R.E.,
Middle East Forces.

Subject :- Permanent Speed Restrictions.
Reference:- Your letter FHQ/QR/8 of 12th October 1942.

As advised in Superintendent of the Line's letter No.SL.2/53/42 dated 12th October 1942 permanent speed restrictions must remain in force.

Yours faithfull,

General Manager.

383

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SL 2/58/11
Haifa, 18.7.42.

General Manager.

39/9/2

20 JUL 1942
PALESTINE RAILWAYS

Subject :- Proposed re-opening of Tulkarm-Nablus line.
Reference:- Your 39/9/2 dated the 16th of July, 1942.

382

In reply to the foot note of your letter as above, so far as I am aware, the harvest in Palestine and Transjordan is gathered at approximately the same time and having regard to the quantity which it has been estimated which we shall require to remove from Transjordan, I do not see how even under the most favourable conditions we could lift the crop before the end of November and this would undoubtedly be too late for the local crop in the Tulkarm-Nablus area.

Note
21/7
21/7

SUPERINTENDENT OF THE LINE.

ZF.

39/9/2. 16th July 42

Chief Secretary.

378

Subject :- Proposed re-opening of Tulkarm-Nablus line.
Reference:- Your letter SF/400/40 of the 18th May 1942.

I have held up a reply to your letter pending the settlement of a proposal by the Army to re-open the Nablus line with Army rolling stock and personnel for training purposes. This proposal has been dropped, but I had been playing with the hope that the Army operating units might have agreed to handle some civil traffic had they re-opened the line.

2. In present circumstances the Palestine Railways could not re-open the line except by taking staff and equipment from parts of the Narrow Gauge system which are working to capacity. Staff, engines and vehicles are being used to the utmost in coping with military movements and during the next month or so we shall need every available locomotive and wagon, and may possibly have to borrow from the Chemin de Fer du Hedjaz, to convey the cereal crops (expected 40,000 tons) and the driess (expected 15,000 tons) from Trans-Jordan.

3. The operation of a short stretch of railway for only a seasonal traffic is seldom, if ever, a sound economic proposition because the other sections of the railway are usually working to capacity at the same season and cannot spare staff or rolling stock. We are having to engage temporary staff for a few months to cope with the Trans-Jordan harvest, but there we already have a standing regular staff working an open line.

383

CD. General Manager.

Copy to :- Superintendent of the Line. Ref. your letter SL.2/58/11 of the 14th July 1942. Would it be possible to open the Nablus line after finishing the Trans-Jordan harvest? Or would this be too late to move the Tulkarm-Nablus harvest?

AFK./

381

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SL.2/58/11.
Haifa, 14.7.1942.

General Manager.

39/9/2

379

SUBJECT :- Tulkarm - Nablus Line.
REFERENCE:- Your letter 39/9/2 of 19.5.1942.

I regret delay in replying to your above quoted letter but I had with-held same as a result of a verbal enquiry from the Military in respect of re-opening this line for training purposes.

2. This aspect has, I understand, now been fortunately dropped.

3. Personally I am totally opposed to operating a detached section of line 48 kilometres long for a seasonal traffic, more especially as we shall require every available locomotive and wagon to convey the anticipated tonnage, (i.e. 40,000 tons) of cereals and 15,000 tons of Dries from the Katrani area in Trans-Jordan to Haifa, and which will commence in a few weeks.

Gen Gen E 15/7

SUPERINTENDENT OF THE LINE.

1st Reminder.

380

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

39/9/2.

22nd June 1942.

Superintendent of the Line.

379

Subject :- Tulkarm - Nablus line.

Please let me have a reply to my letter 39/9/2 of the 19th May 1942.

SS.

F. WILLIAMS
General Manager.

TO BE COMPLETED BY THE RAILWAY STATION CLERK

Description of goods in Classification Terms	Class	Number of Packages	Weight				Amount		Placed for loading		Completion of loading		Invoice No.
			Actual		As charged								
			Tons	Kilos	Tons	Kilos	L. P.	Mils	Date	Time	Date	Time	
								015 015 030	14/12				854)1 854)2

Date 14/12/16

L. P. [redacted] 015 Mils

030

Signature & Staff No. of Station Clerk

DUPLICATE

Reminded on 7.7.42.

21/7

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

379

39/9/2. 19th May 1942.

Superintendent of the Line.

Subject :- Tulkarm - Nablus line.

I enclose copies of letters received from the Acting District Commissioner, Nablus, and the Acting Chief Secretary.

2. Will you please let me know as soon as possible the financial and operational implications of reopening the line. The most that could be expected is, I assume, a traffic equivalent to something approximating to that which the line carried in its best days of peace time but the difficulties would be in providing locomotives and rolling stock and the staff for reopening the line.

3. Please let me have your reply as soon as possible.

AFK/

CE.

R. M. CAMPBELL
General Manager.

Copy to:- Chief Mechanical Engineer.
Chief Accountant.

Amount received (in words) or Railway transport voucher No.
אמצעים שנתקבל (במילים) או מס. שטר הובלה
القيمة المدفوعة (بالكلمات) او نمرة الاستمارة

Signature & Staff No. of Issuing Officer
חתימת הסדר המוציא ומספרו
امضاء ونمرة الموظف الصارف

TRANSHIPMENT PARTICULARS
פרטי ההעברה
بيانات الاقطرمة

From truck No. ..... into truck No. ..... by .....
מרכבת מס. ..... אל מרכבת מס. ..... ע"י .....
من شاحنة نمرة ..... الى شاحنة نمرة ..... بمعرفة .....

Signature & Staff No. of Transhipment Clerk
חתימת הסדר המעבירה ומספרו
امضاء ونمرة ملاحظ الاقطرمة

RECEIVING STATION PARTICULARS
פרטי המסמרה
بيانات محطة الوصول

Arrival الوصول המגיעה		Truck No. نمرة الشاحنة מס. המרכבה	Placing الوضع הצבה		Offloading التفريغ פריקה		Delivery الصرف מסירה		Delivery No. نمرة الصرف מס' המסירה	Receipt No. RE 1 نمرة القسيمة RE 1 מס' הקבלה RE 1	Amount collected المبلغ المحصل הסכום שנגבה		Result of Checking نتيجة المراجعة תוצאות הבחינה	Delivery Sheet No. نمرة كشف التسليم מס' הדיווח המסירה
Date تاريخ תאריך	Time وقت זמן		Date تاريخ תאריך	Time وقت זמן	Date تاريخ תאריך	Time وقت זמן	Date تاريخ תאריך	Time وقت זמן			L. P. جنيه ל"י	Mils مل מיל		

Signature & Staff No. of Delivery Clerk
חתימת הסדר המוסרה ומספרו
امضاء ونمرة حامل الصرف

Signature of Consignee
חתימת מקבל המשלוח
امضاء المرسل اليه

Address
כתובת
العنوان

The goods are accepted for conveyance subject to the regulations and general Conditions of Tariff in force.

قبل نقل هذه البضائع بموجب النظامات وشروط التعريفة العمومية المعمول بها حاليا

המחירות האלו מתקבלות לרוצלה בהתאם לחוקי ותנאי הרכבת של התעריף הכללי

Book Copy
העתקת הפנקס
نسخة الدفتر

GOVERNMENT OF PALESTINE.

IN REPLYING TO THIS LETTER PLEASE QUOTE THE DATE AND REFERENCE NUMBER.

CHIEF SECRETARY'S OFFICE
JERUSALEM.

SF/U.40

18th May, 1942.

General Manager,
Palestine Railways.

I am directed to refer to letter No. 990 of the 14th of May, 1942 from the Acting District Commissioner, Samaria, on the subject of the Tulkarm - Nablus Railway. I am to suggest that, for the reasons given by the Acting District Commissioner in his fourth paragraph, it may be advisable to reconsider the re-opening of a limited railway service between Tulkarm and Nablus.

R Kenton
ACTING CHIEF SECRETARY.

Gen Superintendent 9/5

[illegible] OF [illegible]

No. [illegible] GENERAL MANAGER'S OFFICE [illegible]
[illegible] MAY 1942

[illegible]
[illegible], [illegible]

[illegible], 1942.

Chief Secretary

[illegible] - [illegible] RAILWAY

I have been asked by the [illegible] whether Government would be prepared [illegible] the [illegible] Railway.

2. This line was closed during the [illegible] owing to [illegible] the track [illegible] against slipping. It was [illegible] that the [illegible] of the [illegible] on the line did not justify the cost of [illegible], and when the question of re-opening the line was [illegible] in 1940, the General Manager of the [illegible] Railways wrote to the effect that he had recently [illegible] the use of these lines (i.e. [illegible]) for commercial purposes in the future.

3. [illegible] further [illegible] in 1941, when the [illegible] would be [illegible] during the harvest season. [illegible] on the position.

4. [illegible] present circumstances, however, [illegible] appear to be a [illegible] for the [illegible] service, [illegible]. I recommend that the General Manager be consulted in the matter.

[illegible]

[illegible]
[illegible]

376

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

39/9/2.

SECRET.

8th May 1942.

Superintendent of the Line.

Subject :- Affula - Tulkarm line.

When I was recently in Cairo I established, in conversation with the D.D. for Transportation that the Affula - Tulkarm line would, if ~~recommended~~ in case of emergency, be operated by a military unit. [illegible]

AFK./ SS.

General Manager.

No.^

מחלקת הבריאות **DEPARTMENT OF HEALTH** دائرة الصحة

NOTIFICATION OF A BIRTH OCCURRING IN A VILLAGE

הודעה ע"ד לדה בכפר تبليغ وقوع ولادة في قرية

1. Name of Village ..... اسم القرية
שם הכפר
2. Date of Birth ..... تاريخ الولادة
יום הלדה
3. Name of Infant ..... اسم المولود
שם הילוד
4. Sex ..... ذكر ام انثى
איש או אשה
5. Name and Age of Father ..... اسم وعمر الاب
שם האב וגילו
6. Religion of Father ..... مذهبه
דתו
7. Nationality of Father ..... جنسيته
נתינותו של האב
8. Place of Residence of Father ..... مكان اقامته
מקום מגורי של האב
9. Name and Age of Mother ..... اسم وعمر الام
שם האם וגילה
10. Name and address of person notifying Birth to Mukhtar
اسم وعنوان الشخص الذي يبلغ المختار الولادة
שמו וכתבתו של האדם המודיע את דבר הלדה למוכתר

.....

.....

11. *Signature or Mark of Mukhtar* .....
امضاء المختار او ختمه חתימתו של המוכתר או סימן התחימה שלו

12. Date ..... التاريخ
תאריך

375

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.
2nd May 1942.

39/9/2.

COPY.

MOV & TN (Tn.1).
HAIFA.

Tn/Pal/434/7.

16th April 1942.

General Manager,
Palestine Railways.

Subject :- Operation of the Tulkarm - Affula Line.
Reference:- GM.10 of 30.1.42. — 369

Please note that the majoration of 100% is agreed, provided it does not apply to the cost of boiler replacements.

(Sgd.) G. Dingwall-Main.
Lt.-Col.
A.D.Tn(P).

Copy to :- Tn.1, GHQ. MEF. - Ref. Tn/P/1476 of 9.4.42.

Chief Accountant.

Forwarded with reference to your papers RC.68/12.

G. M. CAMPBELL.
General Manager.

GMC./ SS.

delivery of the consignment.

انا الواضع اسمي بذيله قر بصحة البيانات الموضحة عاليه واقر تصدير البضائع بموجب سكك حديد فلسطين بموجب احكام التعريفة وحسب الشروط ونظامات والقوانين العمومية المعمول بها حالياً واتعهد بقبول كافة المسؤولية بشأن الاجور المستحقة للسكة الحديد فيما اذا رفض الرسل اليه استلام الرسالة.

הנני מאשר בזה כי הפרטים הנ"ל הם נכונים והנני מסכים להובלת הסחורה על־ידי מסלות־ברזל פלשתינה (א"י) על־פי התעריפים, התנאים, ההוראות והחקים הקיימים כיום. כמו כן הנני מקבל עלי אחריות מלאה בקשר עם תוצאות הרכבת במקרה שהמקבל יסרב לסרוק את המשלוח.

Date ..... التاريخ תאריך

Place ..... المحل מקום

Signature ..... الامضاء חתימה

* Delete entry not applicable.
* لشطب حسب اللزوم.
* למחק את הבלתי נחוץ.

† This information should only be given when a complete truck or trucks are required for any particular consignment.
† توضع هذه البيانات فقط في حالة طلب شاحنة او شاحنات خاصة لتصدير الرسالة.
† פרטים אלו נתונים רק במקרה שהמשלוח דורש קרון שלם או קרונות אחרים.

To be completed by the Railway Station Clerk. للملاء موظف السكة الحديد بمحطة التصدير. להמלאות ע"י לבלר תחנת הרכבת.

Description of Goods in Classification terms نوع البضاعة حسب ما هو مبين في التعريفة תאור הסחורה באופן העריפי	Class الدرجة סדרנה	No. of Packages عدد الطرود מספר החבילות	WEIGHT الوزن המשקל				Amount المبلغ סכום		Placed for Loading الوضع للشحن הועמד לטעינה		Completion of Loading انتهاء الشحن גמר הטעינה		Invoice No. نمرة البوليصة מספר שטר ההובלה
			Actual الحقيقي האמתי		Charged المتحصل عليه הנחשב								
			Tons طن טונות	Kilos. كيلو קילו	Tons طن טונות	Kilos. كيلو קילו	£P. جنيه לא"י	Mils مل מיל	Date التاريخ תאריך	Time الوقت הזמן	Date التاريخ תאריך	Time الوقت הזמן	

Date ..... التاريخ תאריך

Signature & Staff No. of Station Agent
امضاء ونمرة الموظف المسؤول
חתימה ומספר הסקירות של לבלר התחנה

BOOK COPY صورة الدفتر העתקת הספר

A. 108

374

GHL

Please see. Letter from Chief Accountant giving particulars of charges outstanding against the War Department in respect of the Tuckgrow - Affula line.

Very little traffic passed over this line. which if re-opened, would presumably be operated by the Army.

GHL 3/4

Noted thanks.

3/4

373

PALESTINE RAILWAYS Ref. RC.68/12
Office of the Chief Accountant.
Haifa, 29th April 1942.

Assistant General Manager.

Subject :- Operation of the Tulkarm - Affula Line by the Army.
Reference :- Attached.

Paragraph 1. £P.1210.282 mils outstanding covers running expenses, maintenance of locomotives and wagons whilst line was in operation. Bill sent 14.4.42.

Charges by Chief Engineer outstanding;

December	£P.8.500 mils	sent on 23.3.42
January	96.973	sent on 7.4.42

These are for maintaining the line.

Paragraph 4. The answer is in the afirmative.

paragraphs 2 and 3. Perhaps you will kindly answer.

Chief Accountant.

VF.

Minute on GENERAL MANAGEMENT Paper No. 372 62.

A. Gen.

1) Have we anything outstanding in payments to traffic, new works, alterations, & maintenance costs on the Tulkarm - Ophel line?

2) Presumably very little traffic passes owing the short time the line was open & the objection to the 100% surcharge was petty?

3) Who will operate the line when it is reopened? ~~[illegible]~~ I assume an Army operating unit might take it over - but this is not stated.

4) Is the Army bearing the cost of keeping the line in good condition against a possible emergency?

K 28/x

371

87

Jamuna this file.
is in your safe.

[illegible]

[illegible] is clear?

[illegible]
22/4

[illegible] Gen Aphorewith Guide
27.4.82

No. .....

מחלקת הבריאות DEPARTMENT OF HEALTH دائرة الصحة

NOTIFICATION OF A DEATH OCCURRING IN A VILLAGE

הודעה ע"ד מקרה מות בכפר تبليغ وقوع وفاة في قرية

1. Name of Village ..... اسم القرية
שם הכפר
2. Date of Death ..... تاريخ الوفاة
יום המיתה
3. Name of Deceased ..... اسم المتوفي
שם המת
4. Place of Residence ..... مكان اقامته
מקום מגורו
5. Age ..... عمره
גילו
6. Sex ..... ذكر ام انثى
איש או אשה
7. Nationality ..... جنسيته
לאומיותו
8. Religion ..... مذهبه
דתו
9. Occupation ..... مهنته

370

Mov & Tn(Tn 1).,
H A I F A .
Tn/Pal/434/7.
16 April,42.

20 APR 1942

General Manager,
Palestine Railways.

39/9/2

Subject:- Operation of the Tulkarm-Affule Line.
Ref. :- G.M. 10 of 30.1.42.

369

Please note that the majoration of 100% is agreed, provided it does not apply to the cost of boiler replacements.

G. Duigwaughan
Lt.-Col.,
A.D.Tn(P).

GD./KS

Copy:- Tn 1,GHQ, MEF. - Ref. Tn/F/1476 of 9.4.42.

Copy of above
Sect 9
forwarded with ref to papers AC 68/12.

369

370

GM.10. 30th January 42.

D.A.D. Transportation (F)
Movement and Transportation (Tn.1)
Haifa.

367

Subject :- Operation of the Tulkarm - Afula line by the Army.
Reference:- Your letter Tn/Pal/434/3 of 22nd December 1941.

The reason for the proposal of 100% addition was that, as you will no doubt appreciate, maintenance costs are considerably heavier for locomotives working short distances when the costs are expressed in terms of mileage run. We consider, in fact, that the 100%, although an arbitrary figure, is on the low side.

I do not think that for the small use involved or in any case that the point mentioned in the second part of your paragraph 2 is likely to have a very appreciable effect and the necessity for increasing the maintenance is brought about entirely by the demands of military traffic.

General Manager.

CRW./ CD.

Station / Siding — תחנה / מקומי

C/ment No.	Date	Time	Train No.	Consignor's Name & Address	Consignee's Name & Address
80	30/3/37	1435		Sarra	Telamal Tel Aviv

Loaded by: PR — To be unloaded by: PR

Collation Sheet No.

Collation Sheet No.	Truck No.	Seals No.	No. of Packages	Description of Goods	Weight Actual (Kilograms)	Weight Charged for (Kilograms)	Amount Paid (L.P. / Mils)	Amount Paid on (L.P. / Mils)	Amount To Pay (L.P. / Mils)
			10	Flour	500	500			1.45

Amount received (in words) or Railway transport voucher No.

Signature & Staff No. of Issuing Officer

TRANSHIPMENT PARTICULARS

From truck No. — Into truck No. — By

Signature & Staff No. of Transhipment Clerk

RECEIVING STATION PARTICULARS

Arrival Date	Arrival Time	Train No.	Placing Date	Placing Time	Discharging Date	Discharging Time	Delivery Date	Delivery Time	Delivery No.	Amount Paid (L.P. / Mils)	Result of Checking	Delivery Sheet No.

Signature & Staff No. of Delivery Clerk — Signature of Consignee — Address

The goods are accepted for conveyance subject to the regulations and general Conditions of Tariff in force.

Book Copy

368

CHIEF MECHANICAL ENGINEER'S OFFICE
HAIFA.

18. 14/3.
26th January, 1942.

General Manager.

27 JAN 1942

Subject :- Operation of the Tulkarm - Affule line by the Army.
Reference:- Attached and conversation of this morning.

It is very certain that maintenance costs are considerably heavier for Locos. working short distances when the costs are expressed in terms of kilos. run and I am of the opinion that the 100% addition is, if anything, on the low side.

Dictated-

CHIEF MECHANICAL ENGINEER.

GF.

R. E. 3

מסלות הברזל פלשתינה (א"י) Palestine Railways سكك حديد فلسطين

תעודת העברת של משא GOODS INVOICE بوليصة نقل غير مستعجل

№ 11558

From Station HAIFA חיפה حيفا من מ־

Siding — תחנת محطة — מחזן مخزن — ענף

LOCAL — מקומי — محلي

To Station Lydda — אל ל־ الى

Siding — תחנה محطة — מחזן مخزن — ענף

Cement No. מס' המשלח نمرة البيان	Date תאריך تاريخ	Time זמן وقت	Train No. מס' הרכבת نمرة القطار	Consignor's Name & Address שם וכתבת השולח اسم وعنوان المرسل	Consignee's Name & Address שם וכתבת המקבל اسم وعنوان المرسل اليه
11224	5/3/39			Kamel	Leff

Loaded by — נטען ע"י محمل بمعرفة

To be unloaded by — לפרוק ע"י التفريغ بمعرفة

Collection Sheet No. — מס. גליון הגביה نمرة كشف الاستلام

Weighment Sheet No. מס. גליון המשקל نمرة كشف الوزن	Truck No. מס. הקרון نمرة العربة	Seals No. מס' חותמת نمرة الاختام	No. of Packages מספר הכלים عدد الطرود	Description of Goods תאר הסחורה جنس البضاعة	Weight משקל الوزن: Actual הבפועל الحقيقي (Kilograms קילוגרם كيلوغرام)	Charged for לחשבון الوزن المحسوب (Kilograms קילוגרם كيلوغرام)	Amount סכום القيمة: Paid הבפועל المدفوعة (L. P. לא"י جنيه; Mils מיל مل)	Paid on מחוץ לחשבון הרצאות שונות مصاريف متنوعة (L. P. לא"י جنيه; Mils מיל مل)	To Pay לשלם الدفع بالوصول (L. P. לא"י جنيه; Mils מיל مل)
33	14/1		263	14 bags flour	9	9	1	22	
36	12		10		26	26			
	2	3			35				

Amount received (in words) or Railway transport voucher No. (אותיות) המחאה מס' (بالحروف) ...

367

Subject:- Operation of the Tulkarm - Affule Line by the Army.

Mov & Tn(Tn1).
H A I F A .
Tn/Pal/434/3.

General Manager,
Pal. Railways.

22 December, 41.

In your GM 10 of 1.8.41 you gave reasons for the 100% addition in the case of N.G. engine and wagon maintenance.

2. The Financial Adviser, G.H.Q. is not satisfied that an addition of 100% is a fair and reasonable charge. He also thinks we may be called upon to shoulder excessive repair costs due to Palestine Railways' past policy of postponing repairs of Narrow Gauge locos and rolling stock.

3. I should appreciate it if you could put on record the full reasons for such a high addition as 100%.

Captain,
D.A.D.Tn(F).

CHECKS

366

1) SUBJECT:- Tulkarem - Affule Line.

H.Q., NINTH ARMY.

Mov.88/4/1

11 Nov 41.

The General Manager
The Palestine Railways.

364

Thank you for your GM.10 of Oct 31st setting out the arrangements which you have been good enough to make for the maintenance of this line in a state of readiness for traffic. Your proposal to leave only a small stock of coal at Tulkarem is noted, and since there will be no difficulty in reestablishing the former stocks there will be no objection to this course.

With regard to the various removable items of equipment, D.A.D. Construction has made arrangements for the storage of telephones, water bags, etc., and for their reinstallation when required.

Lt.-Col.,
A.Q.M.G.(M).

Copy to :- D.A.D. Construction
c/o Mov Haifa.

WHBW/RR

15/11/41.

365

STORES SUPERINTENDENT'S OFFICE
PALESTINE RAILWAYS
HAIFA.

Ref. No. 74/43.

30th. October, 19[illegible]

General Manager.

Subject :- Operation of the Tulkarm - Affula line by the Army.
Reference:- Your letter No. GM.10 dated 25th. October, 1941.

With the exception of a length of 7" Canvas Hose and a Brass Wire Sieve the stores returned consist of wool and cotton waste and oil, which will be available later should they be required.

STORES SUPERINTENDENT.

124 | 125 | Shedule not received before Delivery

Amount received (in words) or Railway transport voucher No.
חספים שנתקבל (במילים) או מס׳ שטר הסברה
القيمة المدفوعه (بالكلمات) او نمرة الاستمارة

Signature & Staff No. of Issuing Officer
חתימת לבור המוציא ומספרו
امضاء ونمره الموظف الصارف

TRANSHIPMENT PARTICULARS
פרטי ההעברה
بيانات الاقطرمة

From truck No. ..... into truck no. ..... by .....
מרכבת מס׳ ..... אל מרכבת מס׳ ..... בעזרת .....
من شاحنة نمرة ..... الى شاحنة نمرة ..... بمعرفة .....

Signature & Staff No. of Transhipment Clerk
חתימת ומספר לבור ההעברה
امضاء ونمرة ملاحظ الاقطرمة

RECEIVING STATION PARTICULARS
פרטי הסברה
بيانات محطة الوصول

Arrival الوصول הגעה		Train No. نمرة القطار מס׳ הרכבת	Placing الوضع הצבה		Offloading التفريغ פריקה		Delivery الصرف מסירה		Delivery No. نمرة الصرف מס׳ המסירה	Receipt No. RE.1 نمرة القسيمة RE.1 מס׳ הקבלה RE.1	Amount collected المبلغ المتحصل הסכום שנגבה		Result of Checking نتيجة المراجعة תוצאות הבחינה	Delivery Sheet No. نمرة كشف التسليم מס׳ גליון המסירה
Date تاريخ תאריך	Time وقت זמן		Date تاريخ תאריך	Time وقت זמן	Date تاريخ תאריך	Time وقت זמן	Date تاريخ תאריך	Time وقت זמן			L. P. جنيه לא״י	Mils مل מיל		

Signature & Staff No. of Delivery Clerk
חתימת לבור המסירה ומספרו
امضاء ونمرة عامل الصرف

Signature of Consignee
חתימת מקבל המסירה
امضاء المرسل اليه

Address כתובת العنوان

The goods are accepted for conveyance subject to the regulations and general Conditions of Tariff in force.

قبل نقل هذه البضائع بموجب القوانين وشروط التعريفة العمومية المعمول بها حاليا

המסורות הללו מתקבלות לרובלה בהתאם לחוקי ותנאי הרכבת של התעריף הקיים.

Book Copy

העתקת הפנקס

نسخة الدفتر

364

366

GM.10. 31st October 41.

A.Q.M.G(M)
Force Headquarters,
Jerusalem.

359

Subject :- Tulkarm - Affule line.
Reference:- Your letter Tn/P.434 of 20th October 1941.

I have no objection to the line being maintained in a state of readiness to receive traffic at short notice and apart from action to be taken by the Army in this respect I have asked our Chief Engineer to have the line examined at frequent intervals, especially in the coming winter when washaways or obstruction may occur.

2. It is proposed to leave a stack of 200 tons of coal at Tulkarm bringing the balance to Haifa. The coal is liable to theft at Tulkarm and Affule but particularly at Affule and for that reason we prefer to bring the small quantity there back to Haifa. We could always send out more at short notice if required.

3. Instructions have been given for the safeguarding, ready for further use, of removable items.

CBL.

General Manager.

CRW./ CD.

e Railways — Train Cash Book of [illegible] Statoin

R. E. 11

١ 19

Tickets issued to each train and amounts received must be entered immediately on the departure of the respective train

Closing Nos. of Tickets issued for each train						Total number of tickets issued for the day	Rate per Ticket		Value of Tickets issued for each Train												Total Receipts for the day			
No.	Train No. ١	Train No. ٥	Train No. ٦	Train No. ٧	Train No. ٨				Train No. ٤		Train No. ١		Train No. ٥		Train No. ٦		Train No. ٧		Train No. ٨		Cash		Vouchers	
							LP.	Mils	LP.	Mils	LP.	Mils	LP.	Mils	LP.	Mils	LP.	Mils	LP.	Mils	LP.	Mils	LP.	Mils
			٢٢٩			١		٩٠								٩٠						٩٠		
						١																		

363

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

Ref. Sec. 41/3.
Haifa, 28th October, 1941.

General Manager.

Subject :- Operation of Tulkarm - Affula Line.
Reference:- Your GM.10 of 25th October, 1941.

Instructions for safeguarding items which might be stolen etc. and for skeleton maintenance, have been given.

As far as this Branch is concerned, the line will be ready for traffic at short notice providing there are no major acts of sabotage.

SW.

CHIEF ENGINEER.

consignments of livestock must not be accepted for booking from stations in Palestine to Romana Station in Sinai.

4. PROHIBITION OF THE IMPORTATION OF CATTLE FROM TRANS-JORDAN, SYRIA & LEBANON INTO PALESTINE. C.1/60/3.

Reference para 6 of Fortnightly Traffic Notice No.329 dated 7.3.1938.

Please note that the importation of cattle from Trans-Jordan, Syria and Lebanon into Palestine is prohibited until further notice.

5. OPENING OF MUTUBIS STATION ON THE E.S.R. FOR GOODS TRAFFIC. C.1/70/30.

Reference Goods Circular No.18 of 14.6.1937.

Mutubis Station on the E.S.R. has been opened for Goods traffic as from 10.4.38.

The figures "13" shewn against the name of this station on page 1 of the list of distances attached to the above quoted circular, should be substituted by "1".

6. SPECIAL RATES FOR STONE. C.1/16/6.

The special rates for stone forwarded from Wadi Rushmia Siding to Stations between Haifa and Samakh, as shewn in the list of special rates for building material included in the classification and rate book will in future be charged in respect of stone forwarded from Kilometre 4½ quarry siding to the same stations.

P.T.O.

18.14/3.

362

Haifa, 27th October 1941.

General Manager.

Subject :- Operation of the Tulkarm-Affula Line by the Army.

Reference :- Your GM.10 of 25.10.41.

It is proposed to load up, return to Haifa, weigh and stack at Haifa the whole of the remaining coal at Affula.

At Tulkarm 200 tons will remain in one stack, the remainder being treated as the Affula coal.

The Military have requested receipts for the quantities recovered in each case. These will be issued and the Chief Accountant advised.

Chief Mechanical Engineer.

ount received (in words) or Railway transport voucher No.
) מספר שטר הובלת ברזל
אשר הו

القيمة المدفوعة (بالكلمات) او نمرة الاستمارة

Signature & Staff No. of Issuing Officer חתימת לבלר המוציא ומספרו امضاء ونمرة الموظف المصارف

TRANSHIPMENT PARTICULARS פרטי העברה بيانات الاطرمه

ock No. | Inter Track No. | By

מס' מסלול	מס' מסלול פנימי	מס'	מס'	מס'	מס'
رقم الخط	رقم الخط الداخلي	بواسطة
من شاحنة نمرو	الى شاحنة نمرو	بحرية

Signature & Staff No. of Transhipment Clerk
חתימת לבלר העברה ומספרו امضاء ونمرة ملاحظ الاطرمة

RECEIVING STATION PARTICULARS פרטי הקבלה بيانات محطة الوصول

Arrival الوصول הגעה		Train No. نمرة القطار מס' הרכבת	Placing الوضع העמדה		Unloading التفريغ פריקה		Delivery الصرف מסירה		Delivery No. نمرة الصرف מס' המסירה	Receipt No. R. E. 1 RE1 מס' קבלה	Amount collected المبلغ المتحصل הסכום שנגבה		Result of Checking نتيجة المراجعة תוצאות בחינה	Delivery Sheet No. نمرة كشف التسليم מס' גליון המסירה
	Time وقت זמן		Date تاريخ תאריך	Time وقت זמן	Date تاريخ תאריך	Time وقت זמן	Date تاريخ תאריך	Time وقت זמן			L. P. جنيه לאי	Mils مل מיל		

Signature & Staff No. of Delivery Clerk
חתימת לבלר המסירה ומספרו امضاء ونمرة عامل الصرف

Signature of Consignee
חתימת מקבל המחורה امضاء المرسل اليه

Address כתובת العنوان

The goods are accepted for conveyance subject to the regulations and general Conditions of Tariff in force.
قبل نقل هذه البضائع بموجب القوانين وشروط التعريفة العمومية المعمول بها حاليا
המחורות האלו מתקבלות להובלה בהתאם לחוקי ותנאי הרכבת של התעריף הקים.

Book Copy העתקת הפנקס نسخة الدفتر

361

Ref. GM.10.

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.
25th October 1941.

Superintendent of the Line.
Chief Engineer.
Chief Mechanical Engineer.
Stores Superintendent.

Subject :- Operation of the Tulkarm - Affula line by the Army.

I enclose copy of a letter dated October the 20th which I have received from the A.Q.M.G(M), Force Headquarters in regard to the cessation for the time being of the use of the Tulkarm - Affula line by the Army.

2. I propose to reply that I have no objection to the line being kept in a state of readiness for traffic at short notice and, apart from any action which may be taken by the Army I shall be glad if the Chief Engineer will have the line examined at frequent intervals especially in view of the approach of the rains.

3. I understood from the Chief Mechanical Engineer verbally the other day that he proposed to leave a small quantity of coal at Tulkarm for Army use but I shall be glad to know what quantity he proposes here and at Affula and if he can have the stacks carefully built up and marked as Col. Emerson suggests. If it is small coal I do not know if this will be very easy.

4. May it also be confirmed by the Branch concerned that the removable items referred to have actually been received back and that they will be kept available for re-equipping the line when necessary.

CE tells me that the DE has the [illegible]

CRW./ CD.

General Manager.

Copy to :- Chief Accountant.

360

PALESTINE RAILWAYS.

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SL.2/68/89E.
Haifa, 20.10.41.

I have now heard officially
3/11/41.

39/9/2

General Manager.

SUBJECT :- Operation of the Afulla-Nablus-Tulkarm Line.
REFERENCE :- Your File No.39/9/2.

I have to refer to our conversation of the 15th October, 1941, when I informed you that I had reason to believe that the Military Authorities had abandoned operation on this line.

2. On the 18th October, I saw Major Wheeler and asked him the position.

He stated that he regretted we had not been advised and that he would write you officially on the subject.

I pl. be in a hurry.
22/10/41.

31/10

SUPERINTENDENT OF THE LINE.

PALESTINE RAILWAYS.

OFFICE OF THE SUPERINTENDENT OF THE LINE.

Ref. SI.4/22/27 A.
Haifa, 3.4.1941.

TIME TABLE NOTICE NO.57.

SUBJECT :- Alterations to Acre line Services.
REFERENCE:- Time Table Notice No.55.

On and from Saturday, 5th April, CANCEL timings for Trains Nos.37, 39 and 36 and SUBSTITUTE :-

	Empty Workman. Saturday Only. No.37.		Daily. No.39	
	Arr.	Dep.	Arr.	Dep.
Haifa East.		1229		1238
Acre Junction.	1234		1243	
Qishon Block Post.	1241		1250	
Qishon Halt.	1244		1253	1254
Kiryat Haim.	1248		1259	1306
Kiryat Motzkin.			1310	

359

364

SUBJECT: - Closing of Tulkarm - Affule Line.

Force Headquarters,
British Troops in P.& T.J.

TN/P. 434

20 Oct. 41.

The General Manager,
The Palestine Railways.

It is regretted that owing to the short notice given for the Move of the 17th Railway Operating Coy N.Z.E. the arrangements for closing and handing over the Tulkarm - Affule line miscarried. It is hoped that no inconvenience was caused by the manner in which this was actually carried out.

Will you please note that the Army wishes to have this line in a state of readiness to receive traffic at short notice, and instructions have been given to D.A.D. Construction to make suitable arrangements on our behalf. Will you please say that you have no objection to this. With regard to the coal stacks which were established at Tulkarm and Affule at our request I presume that you will agree their remaining at those stations. I suggest, however, that the stacks should be marked with whitewash to discourage theft. It is understood that other removeable items such as water buoys, handspikes etc. have been returned to store and it is requested that stocks of such items be kept at such a level as will permit the re-equipment of the line when necessary.

Ralph Brown

Lt.-Col.,
A.Q.M.G.(M).

COPY to: D.A.D.Tn.F .)
D.A.D.Construction) c/o. Mov Haifa.

WHBW/DJ.

358

GM.10. 7th October 41.

D.A.D. Transportation, (Accounts)
Haifa.

Subject :- Operation of the Tulkarm-Affula line by the Army.
Reference:- Your reference Tn/Pal/379.

Referring to my letter of August 21st to the A.D.G. Transportation. The reference to vehicle kilometrage was inadvertently omitted and paragraph 3 should have read as follows :-

> " In referring in (a) of my letter of August 1st to the charge for maintenance of locomotives and rolling stock on an engine kilometrage basis I intended to imply narrow gauge engine and vehicle kilometrage as the case may be but no doubt this was understood"

General Manager.

CRW./ CD.

Copy to :- Chief Accountant.

Reply to Comm Attorney.

R. E. 16

RAILWAYS.

Station Stamp

16948

During the Period from 24-4- to 30-4- 1937

Rents		Sales		Cranage		Hire Charges		Not affecting Earnings				TOTAL		REMARKS
L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	
													015	
													15	
													060	
													075	
30-	4-	37	Carried											
													015	
													075	
													090	

R.E. 1s etc.

357

Subject:- Operation of the TULKARM-AFFULE line.

General Manager, P. Rlys. Tn/Pal/434/3/A.

Reference your [redacted] G.M.10. of 21.8.41 — 356

Will you please correct the reference "Tn/Pal/379" on my letter of 4th Aug. 1941 to read "Tn/Pal/434/3".

355

Haifa.
22 Aug 41.

Capt. R.E.
for Lt.Col., A.D.G.Tn.

[illegible] .10. [illegible] [illegible] [illegible] 1.

[illegible] Transportation,
[illegible]

Subject - [illegible] operation of the Pelican - [illegible] line by the [illegible].
Reference - Your letter [illegible] of the [illegible] [illegible] instant.

Ia/Pel/434/3.

[illegible] confirm that the charges for [illegible], oil, stores, water, etc. will be based on the basis of the narrow gauge engine mileage [illegible] not at actual cost of items.

2. The arrangement will have effect from and including [illegible] instant, the date on which [illegible] trains began to run regularly over this line. [illegible] will make no claim in regard to the two or three trains run previously. add

3. In referring in the [illegible] letter of [illegible] instant to the charge for maintenance of locomotives and rolling stock on the [illegible] mileage basis [illegible] intended to imply narrow gauge [illegible] mileage but as a matter of fact this was [illegible].

[illegible]
General Manager.

CRM./[illegible]

Copy to :- Chief Accountant. With copy of Col. Herbert's letter and referring to conversation this-morning.
Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Stores Superintendent.

355

SUBJECT:- Operation of TULKARM - AFFULE line.

Tn/Pal/379.

General Manager,
P. Railways.

Gen's Dept.

Thank you for your GM.10 of 1 Aug 41.

Reference your para. (a); will you please confirm that the charges for coal, oil, stores, water etc. will be assessed on the operating costs per narrow gauge engine kilometre (as determined monthly by C.A.), and not at actual cost of issue.

You will recall that this point was raised at our meeting on 18th July, when it was pointed out that an engine coaled at TULKARM might require to run past AFFULE to BEISAN or SAMAKH.

C C Mackenzie

Lieut-Colonel,
A.D.G. Transportation.

Haifa,
4 Aug 41.
CEMH/DG.

I pl. ask CA to speak
6/8/41

Discussed with CA today
21/8/41.

GENERAL MANAGER'S DEPARTMENT
PALESTINE RAILWAYS
HAIFA.

GM.10. 5th August 1941.

SECRET

Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Chief Accountant.
Stores Superintendent.

Subject :- Operation of the Tulkarm-Affule line by the Army.

Referring to my letter of 1st August to the A.D.G. Transportation with copy to Branches.

2. I understand the Army will operate one train a day from Tulkarm to Affule (and back empty) as from and including the 7th instant and I, therefore, draw special attention to my letter of August 1st referred to above.

to C.M.E. only.

3. I refer to my conversation a few days ago with yourself, the Superintendent of the Line and the Running Superintendent. It is essential that the position in regard to the coal stocks now at Tulkarm and Affule should be cleared up as quickly as possible and that a figure of the present stocks should be arrived at before any more coal is used.

CRW/ CE.

General Manager.

מסלות ברזל פלשתינה (א"י) Palestine Railways سكك حديد فلسطين 212778 *

רשימת־משקל Weighment Sheet كشف الوزن

Haifa

from

r's Signature & Staff No.

اسم المحطة תחנה

من محطة מתחנת

امضاء ونمرة الوازن חתימת השוקל ומספרו

Date

Station to

Consignment No

InvoiceNo.

تاريخ תאריך

الى محطة לתחנת

نمرة الارسالية מספר המשלוח

نمرة الفاتيفستو מספר רשימת המלאי

ion ds	Wagon No.	Capacity Kg.	Gross Weight Kg.	Tare Kg.	Net Weight Kg.	Weight Charged forKg.	Difference הפרש الفرق		No. of Wagon to which Excess Transhipped	Remarks
							Excess Weight Kg.	Short Weight Kg.		
							الزيادة المكتشفة كيلو غرامات יתרת המשקל קילוגרם	النقص المكتشف كيلو غرامات חסר המשקל קילוגרם	نمرة العربة التي نقلت اليها الزيادة المكتشفة מספר הקרון שאליו העבירו את יתרת הסחורה	ملاحظات הערות
	679	52	5900	5150	750					

353

357
355

No.10. 1st August 21.

SECRET.

A.D.C. Transportation.
Haifa.

Subject :- Operation of the Tulkarm-Affule line by the Army.

I refer to the meeting in this office on the 18th instant with Lieut-Colonel Ringwall-Main and yourself and I confirm my agreement on the following points :-

(a) If the Army is to operate the Affule-Tulkarm line we should charge for coal, oil and any other materials required by them for the operation of the branch and for any assistance we give in track maintenance. For the maintenance of locomotives and rolling stock we should charge on an engine kilometrage basis plus 100%, this addition being to meet the heavier wear on the engines etc. and since the comparatively small distance run by these locomotives compared with the total mileage on the whole line would hardly sufficiently meet the position. It was agreed that the Army would supply and the Railway accept the necessary details of engine and wagon kilometrage run.

As the operation of the line would then be entirely at the expense of the Army we should charge no rates for any traffic passing over the line. Actually this proposal would have to be dealt with in the form of a refund because when the traffic leaves the despatching station in Egypt or Palestine it is not always or even usually known whether it will go via the Affule branch or via Haifa and it will, therefore, be invoiced and charged by the latter route.

(b) In regard to the sidings at Ghatta, in Zarod, Wadi Fah Ghara or at any other point in connection with the operation of this branch line, these sidings will be treated in a similar way to private sidings, the Army paying for the construction (if they do not do this work themselves) and material and when the sidings are no longer required the material will be handed back to the Army (cost of removal being born by them) or we shall have the option of taking it over at a valuation.

(c) It was proposed at our meeting and I agree that the Army should pay the difference between the estimated cost of the triangle which we wished to have at Tulkarm and the actual cost of the one at Wadi Fah Ghara which the Army require it for operating the Affule-Tulkarm line.

Copy to:- Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Chief Accountant.

Copy filed
Lt. Lt. F.6/62

General Manager.

ת	اسم وعنوان المشتري كاملا השם המלא והכתבת של הקונה	القسيمه מספר הקבלה	שדשיני		تاريخ תאריך	نمرة الامر מספר [illegible] המכירה	القسيمه מספר הקבלה	התשלום				امضا او ختم المستلم חתימת או הותם המקבל	اسم وعنوان المستلم וכתבת של המקבל	تاريخ תאריך	امضا المستلم חתימת המקבל	نمرة البوليصه מספר שטר התובלה	نمرة القطار מספר הרכבת	التاريخ תאריך	הי
			m/m مليم מ״מ	L.E. ك ל״מ				m/m مليم מ״מ	L.E. ج ל״מ	m/m مليم מ״מ	L.E. ج ל״מ								

NOTE.

In my letter of July 26th to Government I inadvertently omitted reference to the proposal to charge the Army for locomotive maintenance on mileage plus 100%. However I do not think it is necessary to do so now.

Mally-Hoth

CE.

1.8.41.

Government of Palestine.

351

In replying to this letter please quote the date and reference number.

C.S. 531.

SECRET

Chief Secretary's Office,
Jerusalem.
30th July, 1941.

SECRET.

General Manager, Palestine Railways.

I am directed to acknowledge the receipt of your secret letter No. G.M.10 of the 26th July regarding the Tulkarm - Affule line and to inform you that Government endorses the proposals therein.

for Chief Secretary.

350

GM.10. 26th July 41.

SECRET.

Chief Secretary.

347

Subject :- Tulkarm-Affule line.
Reference:- Your letter CS.531 of the 15th July 1941.

After this line had been re-opened by the Army they only ran five or six trains - in connection with the operations in Syria. I understand that if those operations had continued it was proposed to run a daily service but with the signing of the Armistice the position has changed and at present no trains are running although I think the Army still contemplate using the line to avoid important traffic coming through Haifa with the possibility of damage in air raids.

2. On the 18th instant I discussed with Lt.-Colonel Herbert A.D.G. Transportation, Haifa, and Lt.-Colonel Dingwall-Main, A.D.G. Transportation, Administration and Finance, General Headquarters, Middle East the questions of the rates for traffic over this line and of the permanent way material used in sidings required by the Army at Nur Esh Shams and also at main line stations but connected with the operation of the Tulkarm-Affule branch.

3. I pointed out to these two officers that I saw no reason to give a reduction of rates over the Tulkarm-Affule line since the agreed formula for rates for military traffic was based upon the ratio of expenditure to revenue and the operation of this branch line would in no way reduce our expenditure on the main line. On the contrary the operation of the branch would add to our expenditure.

Over.

قانون افشاء المعلومات الرسمية

(١) كل موظف او مستخدم من موظفي ومستخدمي الحكومة ينقل بدون اذن خاص الى اى شخص خارج عن الحكومة اى معلومات تتصل به بفضل وظيفته يعاقب بالسجن مدة لا تتجاوز سنة واحدة او بغرامة لا تزيد عن مئة جنيها مصريا او بكلا العقوبتين معا . اما اذا كان يعلم او كان هنالك داع الى العلم ان نقل المعلومات المذكورة يضر بمصالح حكومة فلسطين فيجوز تمديد سجنه الى ثلاث سنين

تنطبق نصوص هذه المادة على كل شخص له علاقات عقود مع حكومة فلسطين او اى مصلحة من مصالحها وعلى وكلاء وخدم ذلك الشخص الذى بسبب عقده او وظيفته تتصل به اى معلومات ناجمة عن علاقته بالحكومة

(٢) كل جريدة او مجلة تنشر مثل هذه المعلومات وهي تعلم او كان عندها داع الى العلم ان ما نقل اليها مخالف نقله للقانون تتعرض للعقوبة بغرامة لا تزيد عن مئة جنيها مصريا

دار الحكومة
القدس في آب ١٩٢٠

الامضاء
هربرت صموئيل
المندوب السامي الى فلسطين

قرأت القانون المذكور اعلاه واصرح اني فهمت انطباقه علي واعترف ان لدى نسخة منه

المصلحة _____

التاريخ _____

_____

الامضاء

4. The officers appreciated this point and it was proposed that we should charge the Army for coal, oil and any other materials required by them for the operation of the branch by military railway personnel and for any assistance which we gave in maintenance, and that as the operation would then be entirely at their expense we should charge no rates for any traffic passing over the line. Actually this proposal will have to be dealt with in the form of a refund because when the traffic leaves the despatching station in Egypt or Palestine it is not usually known whether it will go via the Affule branch or via Haifa and it will, therefore, be invoiced and charged by the latter route.

5. In regard to the permanent way material for sidings referred to in paragraph 8 of my letter of May the 27th, it was proposed that we should treat these sidings in a similar way to private sidings and that the Army should pay for the construction (if they did not do this work themselves) and material and that when the sidings are no longer required we should hand back the material to them (cost of removal being borne by the Army) or have the option to take it over at a valuation.

6. In regard to the triangle at Nur Esh Shams referred to in paragraph 9 of my letter of May the 27th, the Army officers appeared to have no objection to our proposal that they should pay the difference between the estimated cost of the triangle at Tulkarm where we required it for the emergency workshops and running shed scheme and the actual cost of the one at Nur Esh Shams where they required it for operating the Tulkarm-Affule line. We should still be able to use it there for our purposes.

7. I shall be glad to hear that you agree to the proposals referred to in this letter.

CRW./

CD.

General Manager.

قانون افشاء المعلومات الرسمية

(١) كل موظف او مستخدم من موظفي ومستخدمي الحكومة ينقل بدون اذن خاص الى اي شخص خارج عن الحكومة اي معلومات تتصل به بفرض وظيفته يعاقب بالسجن مدة لا تتجاوز سنة واحدة او بغرامة لا تزيد عن مئة جنيها مصريا او بكلا العقوبتين معا . اما اذا كان يعلم او كان هنالك داع الى العلم ان نقل المعلومات المذكورة يضر بمصالح حكومة فلسطين فيجوز تمديد سجنه الى ثلاث سنين

تنطبق نصوص هذه المادة على كل شخص له علاقات عقود مع حكومة فلسطين او اي مصلحة من مصالحها وعلى وكلاء وخدم ذلك الشخص الذي بسبب عقده او وظيفته تتصل به اي معلومات ناجمة عن علاقته بالحكومة

(٢) كل جريدة او مجلة تنشر مثل هذه المعلومات وهي تعلم او كان عندها داع الى العلم ان ما نقل اليها مخالف نقله للقانون تتعرض للعقوبة بغرامة لا تزيد عن مئة جنيها مصريا

دار الحكومة
القدس في آب ١٩٢٠

الامضاء
هربرت صموئيل
المندوب السامي الى فلسطين

قرأت القانون المذكور اعلاه واصرح اني فهمت انطباقه علي واعترف ان لدي نسخة منه

المدينة _____

التاريخ _____

_____

الامضاء

Gen

Cheetah's letter of the 20th June refers to more than one question in connection with the re-opening of the Affula-Tulkarm line.

The SOPR informed me this morning that the present intention of the ~~A~~ DGTA is to run a daily service if the locomotive position permits.

GWL
17. 7. 41

347

Government of Palestine.

[illegible]ying to this letter please quote the date and reference number.

C.S. 531.

Chief Secretary's Office,
Jerusalem.
15th July, 1941.

350

General Manager, Palestine Railways.

341

I am directed to refer to my letter C.S.531 of the 20th June, 1941, regarding the re-opening of the Affule-Tulkarm railway, and to enquire how the matter now stands.

R. E. H. Guy
Chief Secretary.

346

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

SECRET.

Ref.Sec. 41.
Haifa, 27th June, 1941.

General Manager.

343

Subject :- Tulkarm - Affula Line.
Reference:- Your GM.10 of 26th June 1941.

Paragraphs 1 and 2.

I have passed on to A.D. General,Transportation, the report sent to me concerning the bad state of the Affula - Jenin length of the Affula - Nablus - Tulkarm line and I have told him that on request from a Military Officer the District Engineer has sent a maintenance gang to deal with the bad length. (A. Mil. Cor. of Mil. Army)

To Ch's Secy of 27/6 4.DE cos Gen

Paragraph 3.

This particular gang was sent from elsewhere on the H.R. and can ill be spared and I have instructed District Engineer to recruit extra men in the Nablus neighbourhood and form them into a gang for maintenance purposes and then to withdraw his regular platelayers.

Were I to take over the maintenance of the line I would take on additional men for the purpose.

One difficulty is that when the Military take on platelayers they pay more than we do as starting wage and news of this soon reaches the P.R. men who feel aggrieved. This difficulty will probably right itself finally by our having to pay all our men at the Military rate.

SW.

CHIEF ENGINEER.

100/33(3)

27th April, 6.

1.

Chief Accountant.

SUBJECT :- Final Payments to men discharged from the service on 22.4.36.

Will you please pay the two men whose names appear on the attached supplementary Paysheet No.CH.23/4, their wages due for the period ending 22nd April, 1936.

To the best of my knowledge, there are no deductions to be made from their wages.

A.J.A.H.

for CHIEF ENGINEER.

345

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

Ref. GM.10.

28th June 1941.

Chief Engineer.

SECRET

Subject :- Tulkarm - Affule Line.
Reference:- Your letter Sec.41 of the 27th June 1941.

Referring to the last paragraph of your letter. Although it might not be easy to make them appreciate it the real reply to any expression of grievance by our men seems to be that our employment is permanent while the military work is temporary and it is not uncommon procedure to pay more for temporary than permanent employment.

2. If this is not the reason for the higher wages paid by the Army I think they should if possible follow established Government Railway wages and not that we should be compelled to change our procedure to conform to temporary conditions introduced by the Army and which we should later probably have difficulty in withdrawing. You might represent this point of view to the officers concerned.

3. I recollect that earlier in the War, I was asked about our rates of wages by the Army who said they wished to conform to them. Things are different now, of course, but even so I think the principle should be preserved as far as possible.

General Manager.

CRW./ CD.

...ed by ...tractor	No. Live St...	Name of Consignee	Amount				Remarks													
			Cash		Vouchers															
Kgs			L.P.	Mils	L.P.	Mils		L.P.	Mils	L.P.	Mils	L.P.	Mils	L.P.	Mils	L.P.	Mils	L.P.	Mils

...tract

344

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

SECRET. Ref. Sec. 41.
Haifa, 27th June, 1941.

District Engineer, Haifa.

Subject :- Maintenance Affula - Nablus - Tulkarm Line.

Major Alexander, R.E., explained to me this morning that while a certain Military Construction and Maintenance Party is employed on the C.F.H., it is hoped that the P.R. will temporarily and provisionally carry out skeleton maintenance on the Affula - Nablus - Tulkarm line.

I agreed to do this.

2. The arrangement should be that you take on the necessary platelayers additional to your normal establishment, post them on maintenance Affula line and when the Military personnel return to take over maintenance, they will probably be glad to take over the gangs which you will have been using.

Meanwhile you will of course charge up the Military Authorities with the wages of the gangers and gangs.

CE to 28/6/41.

SW.

CHIEF ENGINEER.

Copy to:- Major Alexander, R.E.
" " General Manager.

Palestine Railways

ENGINEERING BRANCH

District Engineer's Office

Enclosures 4

In reply please quote

H.112/1.

Haifa Station, 15th April, 1938.

Chief Engineer.

CHIEF ENGINEER P. R. 16 A. Ref. No. 100/33(3)

SUBJECT :- Dismissals : E.22453, Ahmad Husein - Labourer.

I enclose herewith paysheet No.CH.12/4, timesheet and final wages statement in favour of the abovementioned employee who was dismissed from the service on 14th instant for having refused to transfer to Atlit.

To the best of my knowledge, there are no deductions to be made from his final wages.

Will you please arrange payment.

343

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

Ref. GM.10.

26th June 1941.

SECRET.

Chief Engineer.

342

Subject :- Tulkarm - Affule Line.
Reference:- Your letter Sec/41 of 21st June 1941.

Referring also to recent conversation.

The A.D.Gn. Transportation informs me that the present very small use of this line does not necessitate much maintenance but when the use is increased, which will probably be very shortly, the intention is to maintain it by a Military Railway Construction Co., of which a section is now standing by here for this purpose, who will also take on local labour.

2. I understood you to say the other day that an officer of the Australian Construction Coy. had informed you that one particular section was in a very unsatisfactory condition. If that is so to the extent that it is not safe to run trains the A.D. General, Transportation, should be informed so that the Military Construction Company or, if necessary and as a matter of assistance, we could deal with it.

3. I am not quite clear if the proposal in your letter means that you would transfer men from here, the work being done by the Military personnel, or whether the latter would merely stand by and you would take on additional men for the Tulkarm-Affule line.

4. Subject to an explanation (verbal for preference) on this point I should have no objection to your discussing your proposal with the A.D. General, Transportation, provided that if it is a matter of transferring men from here you are satisfied you could get them back if necessary and if the Military Construction Coy. went away.

General Manager.

CRW./ CD.

R. E. 22

Palestine Railways

ouchers in respect of * { Passengers / Parcels / Goods } Traffic exchanged at ..... Station

g the period from ..... to ..... 19 .....

Station Stamp

105593

her	* Ticket, Receipt, or Invoice				Amount												
whom ssued	Serial No.	Class of Ticket (if any)	No. of Fares (if any)	Destination Statien	Local		Foreign		"To Pay"		Miscell-aneous				Total		Remarks
					L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	
				Total													

cludas Military Warrants and Requisitions Railway Reduced Fare and Freig[illegible]rders. Government Warrants [illegible] Traders Credit Vouchers
rs will be summarized on this form and forwarded daily together with the Vouchers to the [illegible]

342

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

Ref. Sec/41 343

Haifa, 21st June, 1941.

General Manager.

SECRET

Subject :- Tulkarm - Affula Line.

District Engineer, Haifa, is finding it increasingly difficult to collect platelayers for work outside routine hours and particularly at night to deal with emergency repairs necessitated by enemy action or by accident. The platelayers prefer to sleep away from the station premises.

If the Australian Construction Coy. Detachment which is now employed on supervising maintenance of the Affula - Tulkarm line could be released from that duty and be moved to Haifa, they with their road transport would constitute an excellent and always available "Repair Party" complete with road transport.

To allow the Australian details to be released I could undertake the maintenance of the Tulkarm - Affula line - a work which, I think, could be more economically done by this Branch than by the Military.

May I please be informed whether you agree to this arrangement.

SW.

CHIEF ENGINEER.

100/33(3)

3rd February, 6.

2.

Chief Accountant.

SUBJECT :- Final Payment to Labourer, No. E.22430, Kamil 'Abdel Qadir. Resigned the service on 21.1.36.

Will you please pay the above named, who is reporting to your office, all his dues on the enclosed supplementary Paysheet No.CH.2/2 supported by a Last Pay Certificate.

2. To the best of my knowledge, there are no deductions to be made from his wages.

A.J.A.H.

for CHIEF ENGINEER.

341

Government of Palestine.

[redacted]

In replying to this letter please quote the date and reference number.

C. S. 531.

Chief Secretary's Office,
Jerusalem.

20th June, 1941.

General Manager, Palestine Railways.

I am directed to refer to my letter No. C.S. 531 of the 19th June, 1941, addressed to the Brigadier D.G.Tn., General Headquarters, Middle East, with copy to you, regarding the re-opening of the Affule-Tulkarm railway and to inform you that when negotiating the agreement regarding rates, etc., you should take up the question of the cost of the permanent way material referred to in paragraph 8 of your letter No.G.M.10 of the 27th May, 1941, specifically reserving this point for consideration by Government.

R. C. Hughes
for Chief Secretary.

C.S. 531.

19th June, 1941.

Sir,

Subject:- Military Railway requirements.

I am directed to refer to your letter No. TN/F/1199 of the 11th June and to inform you that this Government approves the re-opening of the Affule-Tulkarm railway.

2. It is agreed that an agreement regarding rates etc may be negotiated direct with the General Manager Palestine Railways, any agreement reached being subject to approval by this Government.

I am,
Sir,
Your obedient servant,

(Sgd.) R C H Grieg
for Chief Secretary.

Brigadier,
D.G.Tn.,
General Headquarters,
Middle East, Cairo.

Copy to General Manager, Palestine Railways.

337

PALESTINE RAILWAYS.
OFFICE OF THE CHIEF ACCOUNTANT. RC.68/12.

General Manager. Haifa 14th June, 1941.

SECRET.

SUBJECT :- Operation of Tulkarm-Affule Line.
REFERENCE:- Your GM.10 dated 7th June 1941.

On receipt of your letter of 4th June 1941 I wrote Branches as per attached copy letter.

Chief Accountant.

AM.

[illegible]	3302	1703
[illegible]	1732	1733
[illegible]	1824	1825
[illegible]	1702	1703
[illegible]	0086	0091
[illegible]		
[illegible]		
[illegible]	0120	0121
[illegible]	0009	0111
[illegible]		1
[illegible]	0380	038

338

COPY.

Ref.RC.68/12.

Office of the Chief Accountant.

Haifa, 5th June 1941.

Superintendent of the Line.
Chief Mechanical Engineer.
Chief Engineer.
Stores Superintendent.

SECRET.

Subject :- Operation of the Tulkarm-Affule Line.
Reference :- General Manager's letter No.GM.10 dated 4.6.1941.

In order to enable me to submit the lists requested in paragraph 2 of General Manager's letter under reference I shall be glad if the following procedure may be followed as from May 1941 accounts :-

i). Materials and coal issued by the Stores Superintendent and the Running Superintendent direct to the Army Authorities.
The lists required will be prepared and priced in this office.

ii). Materials issued by other branches from allocated stocks in their possession.
The lists in question suitably headed should be prepared and sent to this office monthly in triplicate by branches concerned inserting in column (a) the prices extracted from the relative stores issue notes.
The last "received" price will be inserted in this office in column (b) but in order to enable me to do it, will you please insert the relative stock account number against each item on the lists.

2. If, however, you desire also that the average stores prices in column (a) be checked in this office, reference to issue notes numbers and dates thereof should also be inserted in the lists in question.

Sgd/- W. Young.
Chief Accountant.

VF.

337

GM.10. 9th June 41.

Dear Simner:

Subject :- Tulkarm-Affule line.

1336

Thankyou for your letter TN/R/4502/3/2 of June 3rd. I quite understand the position. As the result of our meeting here on May 18th we were considering whether we could provide the staff for working this line but when Herbert told me it was to be opened at once and operated by Railway Troops I realized that a quick decision and immediate action had been necessary. So far as operation and maintenance are concerned the arrangement suits us because I do not think we could easily have found the necessary staff.

Yrs sincerely

Colonel K.N. Simner,
Director of Railways,
General Headquarters,
Middle East,
Cairo.

CRW/ CE.

Carried Forward
לעבר לדף نقل بعده

336
337

Subject:- TULKARM - AFFULE Narrow Gauge Railway

General Headquarters,
Middle East
Cairo

TN/R/4502/3/2

3rd June, 1941

Dear Webb

I am extremely sorry that formal application was not made through the proper channels, prior to the issue of instructions for the TULKARM - AFFULE line to be brought into use by my Railway Operating Troops, but time did not permit of this being done. The first I heard of it was at a meeting held at G.H.Q., M.E., when I received instructions to get it going immediately.

So far as you and I are concerned there has, I believe, always been a tacit understanding, that in case this line was required to be brought into use, there would be no objection from your point of view, but that, as you would not be in a position to provide all the necessary staff, the operation of the line would have to be put into the hands of Railway Operating Troops.

I have, however, asked the Director General of Transportation to regularise this matter through the Palestine Government, with particular reference to the financial implications involved, and I trust that this will now be done.

Yours sincerely,

C.R. Webb Esq.,
General Manager,
Palestine Railways,

KNS/KS.

Ten 5 B/J today
9/6/41

335

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

GM.10.

SECRET.

7th June 1941.

Chief Accountant.

Subject :- Operation of Tulkarm-Affule Line.

Referring to my letter of June 4th. The Stores Superintendent has drawn my attention to the fact, which I had overlooked, that you now prepare the priced issue vouchers and I shall be glad, therefore, if I may receive the required information from you.

CDL.

General Manager.

CRW./ CD.

Register of Local Outwards Goods **TO PAY** Traffic

من المدة ..... من شهر ..... سنة ١٩

שנת לחדש לתך עשרת הימים

Station to اسماء محطات الوصول שמות התחנות המקבלות	Policy البوليصة שטר הובלה		GOO — משא			
	Date تاريخ תאריך	No. نمرة מספר	Description of Goods نوع البضاعة תאור המשא	Freight Charges To pay at Dest يدفع بمحطة الوصول לשלם בתחנת היעוד L. P. جنيه לא"י	Mils مل מיל	Actual الحقيقي האמיתי Tons طن טונים
			Brought Forward ما قبله מעבר לדף			
			Carried Forward ما يعده لعبر لدف			

Staff No. & Signature
ة او الخزنجي
ت او لبلر המשא

STORES SUPERINTENDENT'S OFFICE
PALESTINE RAILWAYS
HAIFA.

334

Ref. No. 6th. June, 1941.

SECRET.

General Manager.

Subject :-

Subject :- Operation of the Tulkarm-Affule Line.
Reference :- Your letter No. GM.10 dated 4th. June 1941.

In view of the fact that the Chief Accountant now prepares all priced issue vouchers and that my ledgers are unpriced, I should be obliged if you would kindly send a copy of your letter to that officer for the necessary action to be taken.

A.W. Bridges

STORES SUPERINTENDENT.

מסלות הברזל פלשתינה Palestine Railways سكك حديد فلسطين

№ 14714

תעודת העברה של מס GOODS INVOICE بوليصة نقل غير مستعجل

מ־ من — חיפה HAIFA — حيفا

LOCAL — מקומי — محلي

To — Station — Siding

Date תאריך تاريخ	Time זמן وقت	Train No. מס' הרכבת نمرة القطار	Consignor's Name & Address שם וכתבת השולח اسم وعنوان المرسل	Consignee's Name & Address שם וכתבת המקבל اسم وعنوان المرسل اليه

To be unloaded by — להפרק ע"י — تفرغ بمعرفة

Collection Sheet No. — מס. גליון הגביה — نمرة كشف الاستلام

Truck No.	Seals No. מס' החותמת نمرة الاختام	No. of Packages מספר החבילות عدد الطرود	Description of Goods תאור הסחורה جنس البضاعة	Weight — משקל — الوزن Actual אמתי الحقيقي Kilograms קילוגרמים كيلوغرام	Charged for חשבון الوزن المحسوب Kilograms קילוגרמים كيلوغرام	Amount — סכום — القيمة Paid שולם القيمة المدفوعة L. P. / Mils	Paid on הוצאות שונות مصاريف متنوعة L. P. / Mils	To Pay לתשלום المبلغ بالوصول L. P. / Mils

333

334

4th June 41.

GM.10.

SECRET.

329

A.D. Transportation,
Haifa.

Subject :- Tulkarm - Affule line.
Reference:- Your letter Tn/Pal/434/3/A of the 2nd June 1941.

I am requesting the Branches concerned to supply me as soon as possible after the end of each month with a list in duplicate of issues and I will send you a copy.

General Manager.

CRW./ CD.

No. of	Paid		Railway		Traffic		Contractor		No. of	of Consignee	Cash		
	Tons	Kgs.	Tons	Kgs.	Tons	Kgs.	Tons	Kgs.			£P.	Mils	£1
١		٠٠٨								طبة عمران			
										كشف الدريبة والمحاسبة لاتى ١٤/٧/٢			

the wagon capacity must be inserted on the Abstract.

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

Ref. GM.10.

4th June 1941.

SECRET.

Chief Accountant.

Subject :- Operation of the Tulkarm-Affule Line.

I enclose for your information copies of my letter of May 29th and June 4th to certain Branches. Copies have also been sent to Chief Engineer to whose Branch these arrangements will also apply.

CRW./ CD.

General Manager.

chers													
Mils		£P.	Mils	£P.	Mils	£P.	Mils	£P.	Mils	£P.	Mils	£P.	Mils

331

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

Ref. GM.10.

SECRET.

4th June 1941.

Chief Engineer.

Subject :- Operation of the Tulkarm-Affule Line.

328

I enclose copies of my letter of May 29th and June 4th to other Branches. The same arrangements will apply to any tools or material issued by you.

CRW./ CD.

General Manager.

chers													
Mils		£P.	Mils	£P.	Mils	£P.	Mils	£P.	Mils	£P.	Mils	£P.	Mils

330

Ref. GM.10.

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.
4th June 1941.

~~SECRET.~~

Superintendent of the Line.
Chief Mechanical Engineer.
Stores Superintendent.

Subject :- Operation of the Tulkarm-Affule Line.

328

Referring to my letter of May 29th and A.D. Transportation's Tn/Pal/434/3A of June 2nd to me with copies to the officers addressed.

329

2. I shall be glad if, as soon as possible after the end of each month, I may have a list, in duplicate, of all issues priced in two ways :-

(a) at our ordinary (averaged) issue price, as to ourselves, and

(b) at the last "received" price i.e., at the price delivered to our Stores of the last consignment of such stores or material purchased,

in both cases without addition for replacement or departmental charges.

3. I will send one copy of these lists to the A.D. Transportation.

General Manager.

CD.

CRW./

SECRET 329

Subject:- TULKARM - AFULE Line. Tn/Pal/434/3/A.

General Manager, P. Rlys.

Reference your G.M.10 of 29 May 41. I presume it will be possible for periodical (e.g. monthly) statements of issues of which a separate record is kept, to be furnished to this office.

I suggest that issues of materials etc. to representatives of O.C. 17th Rly. Operating Coy., N.Z.E., at TULKARM, AFULE and elsewhere will be made in exactly the same way as issues to your own running sheds.

C.E.M. Hubert.

Haifa.
2 Jun 41.
CEMH/JF.

Lieut-Colonel,
A.D.Tn.

Copy to:- O.C. 17th Rly. Operating Coy., N.Z.E.
Please contact Stores Supt. and C.M.E. regarding the accounting for the stores and materials to be issued to you at TULKARM, AFULE and elsewhere.
Supt. of Line, P. Rlys.
C.M.E., P. Rlys.
Stores Supt., P. Rlys.

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

328

GM.10. 29th May 1941.

SECRET.

Chief Mechanical Engineer.

Subject :- Operation of the Tulkarm-Affule line by the Army.

For the present the supply of engines, rolling stock, coal, oil and other stores for the operation of this line which is shortly to be undertaken by the Army should be as to ourselves, i.e. on our account, but a careful and separate record of such issues should be maintained.

2. The question of the freight rates to be charged has arisen and will be referred to Government and the incidence of the cost of locomotives, rolling stock and stores supplied will have a direct bearing on this question.

General Manager.

CE.

CRW/ Copy to:- Superintendent of the Line.
Stores Superintendent.

" " A.D. Transportation.

R. E. 22

Railways

ged at [illegible] Station

Station Stamp

78622

١٤/ ٩١٩

Amount												Remarks
Local		Foreign		"To Pay"		Miscellaneous				Total		
P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	
	١٢٠.									١٢٠		
	٥٨٥ -									٧٢٠ -		
ال [illegible]		قيد										
	٢٧٦٥											
	١٧٠											
	٤٥٩٠									٤٥٩٠		

[illegible]

ed Fare and Freight Orders. Government Warrants & Requisitions and Traders Credit Vouchers
ther with the vouchers to the Chief Accountant.

SECRET 327

Subject:- TULKARM - AFFULE Line. Tn/Pal/434/5.

General Manager, P. Rlys.

Reference your 32/2/2 of 24 May 41, also your G.M.10 of 27 May 41. Para.3 of my Tn/Pal/434/1 of 24 May 41 to which you refer in your latter letter simply meant that if sidings etc. constructed are claimed by Railways as their property, it would be difficult for W.D. to pay for the cost of P.W. material therein. If Railways insist that they should be regarded as W.D. property, then W.D. must presumably pay for everything, like in our own depots. But surely you would not wish that loops at SHATTA and AIN HAROD, for example, should be regarded as W.D. property.

Why not? he doesn't want them. [illegible] 30/5/41

The point about narrow gauge material especially is surely that there is no deterioration (steel sleepers) and it is practically as good to Railways whether laid and in use or stored. Reference our conversation of 27 May 41: it was agreed that there was no benefit in immediate discussion of the matter, and I gathered you were prepared to leave it in abeyance. We agreed that it was likely to sort itself out all right.

Clutterbuck.

Haifa.
28 May 41.
CEMH/JF.

Lieut-Colonel,
A.D.Tn.

Copy to:- C.E., P. Rlys. Ref. your Sec.41 of 26 May 41.

This copy for personal information of Mr. Webb.

SECRET 326

Subject:- Operation of TULKARM - AFFULE line by Army.

Tn/Pal/434/3.

D. Rlys., G.H.Q., M.E.

Reference my Tn/Pal/434/1 of 24 May 41 to G.M., P. Rlys., para.6; reference also my Tn/Pal/434/1 of 27 May 41 to A.D.Tn.(S)., copy to you. I had an informal, but quite detailed discussion with G.M., P. Rlys., yesterday regarding the financial aspect of operation of TULKARM - AFFULE line by the Army. My object was to obtain information to advise you of the Railway attitude, and because we cannot risk delays which may occur if the various Railway departments are uncertain about their position regarding the supply of engines, rolling stock, fuel, stores and materials etc. for use on the line.

2. General Manager contended that full freight (at military rates) should be paid to destination, and that freight should be assessed as if everything passed through HAIFA. (e.g. a consignment from RAFA to BEISAN, say, to be charged RAFA to HAIFA plus HAIFA to BEISAN, although it would actually be transhipped at TULKARM).

This seems unduly onerous in view of the work and personnel which the Army have already and will in future provide to enable traffic to go by the TULKARM - AFFULE route.

General Manager's contention is based on the view that so long as the HAIFA - SAMAKH line continues to be fully staffed and stocked, it could carry all the traffic which the Army will need to consign to narrow gauge destinations; and that from the strictly commercial point of view, the TULKARM - AFFULE line would be operating as a rival if it carried traffic at reduced charges.

The view expressed by myself was that:-

(a) It is understood to be accepted that Palestine Govt. does not intentionally seek to profit out of Army traffic (although it will be surprising if last year's figures of railway working do not disclose a very good return).

(b) That the same war circumstances which necessitate the use of the TULKARM - AFFULE line will also produce the flow of traffic onto the narrow gauge railway - and why should the "peace time" route via HAIFA reap the financial benefit.
If the TULKARM - AFFULE line did not exist, it is not unlikely that the military maintenance plan would have been to feed by road from TULKARM, HADERA and other standard gauge railheads to assure safety - and there would have been no question of the additional revenue accruing to Railways which General Manager claims.

/.4. The above .....

4. The above arguments are hypothetical, academic and exhausting and I only venture to waste your time with them because I think they are a further illustration for the need of a quick decision on the "bold financial policy" already discussed between D.G.Tn., yourself and General Manager, and also mentioned to Mr. Sandford.

None of this financial discussion helps one bit towards operating efficiency and the prosecution of the war; but failure to obtain a mutually satisfactory agreement with Railways can very easily bring about artificial conditions which strive against efficiency.

5. Reference General Manager's proposal in para.2; even this does not possess the virtue of full simplicity, because our rates are on the wagon-kilo basis. One would have to make an assumption as to the number of narrow gauge wagons into which the contents of standard gauge wagons would have been transhipped at HAIFA - unless a Railway representative attends at the military tranship point at NUR ESH SHAMS to check up on the actual number of narrow gauge wagons filled at that place.

6. If you do not agree with General Manager's contention in para.2 above, I would request that G.H.Q. writes direct to Palestine Govt. on the subject.

I submit also that it is a matter of some urgency since military traffic will be passing over the AFFULE - TULKARM line in the next week or so.

If you care to so instruct, I will arrange with Movement Control, Palestine, that all military consignments from the South for narrow gauge destinations are booked for TULKARM or NUR ESH SHAMS only. They can then be rebooked from there to their narrow gauge destinations. This will not be very troublesome owing to the wagon-kilo basis of charging, and would facilitate subsequent adjustment if we have to wait for a decision.

If some financial expert argues that a loss will accrue through re-booking, it can be pointed out that the taper principle only applies to military traffic for ammunition, benzine and vehicles.

7. Please see also my D/O. letter Tn/Pal/381 of 28 May 41.

C C Hubner

Haifa.
28 May 41.
CEMH/JF.

Lieut-Colonel,
A.D.Tn.

Thanks to me personally & the best this morning.

29/5/41.

325

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

SECRET.

Ref. Sec. 41
Haifa, 26th May, 1941.

A.D. Transportation.

Subject :- Affula - Nablus - Tulkarm Line.
Reference:- Your Tn/PAL/434/1/A of 21.5.1941.

I have arranged for District Engineer, Haifa, to begin work at Nur esh Shams on the layout including the triangle which is so obviously part of the layout of the tranship depot.

I agree that the matter be regarded as one where incidence of cost will be settled later - but, in absence of any authority to expend Government funds at Nur esh Shams, I am arranging for all costs to be debited to Army account.

In this connection General Manager would like to discuss the question with you and me and I am ready at any time to accompany you to Khoury House for such a discussion.

SW.

CHIEF ENGINEER.

Copy to:- General Manager.

28/5 Gail 28/5/41

Acting Chief Engineer.
Superintendent of the Line - Traffic.
Superintendent of the Line - Running.
Chief Mechanical Engineer.

SUBJECT :- Unpaid Wages - August 1930.

I enclose herewith list of Unpaid Wages in respect of the month of August 1930, concerning your Branch for action in accordance with General Manager's Circular No.P.15 dated 20th November 1929.

128/9a

P.L.

Acting Chief Accountant.

324

GM.10. 27th May 41.

SECRET.

A.D. Transportation,
Haifa.

317

Subject :- Operation of Affule-Tulkarm Railway.
Reference:- Your letter Tn/Pal/434/1 of 24th May 1941.

I have given instructions for the necessary action to be taken so far as we are concerned.

As you say, the financial questions involved can be settled at more leisure but I think I should express the opinion now that it is doubtful if Government will be able to agree to the proviso in paragraph 3 of your letter. Actually the sidings etc., if taken over, would be Hijaz Railway property which, as I think you know, rather affects the position but the point is that this Railway, which is in an unsatisfactory financial position anyhow, has not required these additions and improvements and, so far as can be foreseen, will not require them after the War. As to the Affule-Tulkarm line, this has been closed for years and will presumably again be closed and possibly disposed of. However the incidence of the expense will be for Government to decide.

In regard to your paragraph 7, Government has so far authorised the following actual works in connection with the (a) narrow gauge workshop and (b) standard gauge running shed, at Tulkarm and (c) the narrow gauge running shed at Kfar Yehoshua :-

(a) Construction of a locomotive pit and shed.

(a) (b) (c) Land acquisition (where necessary) Earthwork, Dismantling Sheds (to be moved to these places) and preparing concrete foundations.

General Manager.

CD.

R.E. 19.A

Station Stamp

Palestine Railways

54789

d at _____ Station during the period from _____ to _____ 19

No. of Packages	Weight: "Paid" Tons	Weight: "Paid" Kgs.	Weight: "To Pay" Tons	Weight: "To Pay" Kgs.	Weight: *Service Traffic Tons	Weight: *Service Traffic Kgs.	Weight: Handled by Contractor Tons	Weight: Handled by Contractor Kgs.	No. of Live Stock	Name of Consignee	Freight "to pay" and undercharges collected — Amount: Cash L. P.	Cash Mils	Vouchers L. P.	Vouchers Mils	Remarks	Division of Shares (For use of Chief Accountant's Staff) L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils	L. P.	Mils
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]							[illegible]																
[illegible]	[illegible]																										
[illegible]	[illegible]	[illegible]																									

GM.10. 27th May 41.

SECRET.

Chief Secretary.

Subject :- Operation of Affule-Tulkarm Railway.

I enclose copy of a letter dated May 24th which I have received from the A.D. Transportation. I do not know whether Government has been advised from any other source of the intention to reopen and operate this line, but as I understand the matter is regarded as urgent I am complying with the requests for action so far as we are concerned.

2. At a meeting with the Director General, Transportation, and the Director of Railways, Middle East, in my office on May 18th I was asked if we could operate the line. I was rather doubtful of our ability to provide the necessary staff, particularly engine crews, but said I would consider the matter. The Director of Railways on the other hand was doubtful if he could spare operating personnel but I see he is now able to do so and of this I am glad as I think we should have had difficulty in finding the staff and anyhow we are already sufficiently busy with main line traffic.

3. You will recollect that the Affule-Nablus-Tulkarm line was recently reconditioned by a Railway Construction Coy, in the course of training.

4. The A.D. Transportation informs me the Army will also arrange for the maintenance of the line while being used for traffic.

Over.

estimated weight . . be inserted on the abstract

5. I understand Army traffic will be transhipped at Tulkarm from standard to narrow gauge and presumably we shall be asked to take the traffic over again at Affule and deliver it at other destinations on the main Hijaz Railway line. This may cause some complications but no doubt they can be overcome.

6. So long as the route via Haifa remains open the use of the line from Tulkarm to Affule seems largely a matter of practice and of having this line in full readiness in case of emergency.

7. In regard to paragraph 2 of Lt.-Colonel Herbert's letter, the two La Meuse engines are those referred to in your papers SF/319/40 which were reconditioned at the expense of the Army. Actually they are not suitable for the Affule-Tulkarm line and the suggestion is that we use them on the main line and lend two others (Winterthur type) for the Affule-Tulkarm Branch. I have no objection to this.

8. Although it may be a matter for subsequent argument I am not sure that Government will accept the proviso, referred to in paragraph 3 of the enclosed letter, that the Army should not be charged for permanent way material issued for the construction of the sidings etc. which will remain as Palestine Railway property. The sidings etc. are partly on the Affule-Tulkarm line and partly, such as the loops at Shutta and Bin Harod, on the main line. Actually they would be Hijaz Railway and not Palestine Railway property but the point is that we have not wanted them before and, so far as can be foreseen, shall not want them again after the War. The Affule-Tulkarm line has been closed for years and will no doubt be closed again, and possibly disposed of, after the War. It is doubtful, therefore, if the Hijaz Railway, which is in an unsatisfactory state financially anyhow, should be saddled with the expense of new works and improvements which it does not require.

estimated weight [illegible] be inserted on the abstract

9. The only case in which I feel at present we should participate financially is the triangle at Nur Esh Shams (referred to in paragraph 4(c) of the enclosed letter) and which is required by us also in connection with the emergency scheme dealt with in your Secret papers CS.494.

10. It is to that scheme Lt.-Colonel Herbert refers in paragraph 9 of his letter. So far Government has approved the preliminaries and up to a certain stage of the emergency preparations.

CD.

General Manager.

CRW./

٢	٧٠ –		[illegible]	
١	٥٥	[illegible]	٦٤٦ –	[illegible]
١	٩٠	[illegible]	٥٧٥	[illegible]
٢	٢٠ –	[illegible]		
٧	١٠٥ –		٦٤٦ –	٥٧٥ –

e estimated weight . . be inserted on the abstract

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SECRET.

Chief Secretary.

Subject :- Operation of Affule-Tulkarm Railway.

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3. You will recollect that the Affule-Nablus-Tulkarm line was recently reconditioned by a Railway Construction Coy, in the course of training.

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Over.

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8. Although it may be a matter for subsequent argument I am not sure that Government will accept the proviso, referred to in paragraph 3 of the enclosed letter, that the Army should not be charged for permanent way material issued for the construction of the sidings etc. which will remain as Palestine Railway property. The sidings etc. are partly on the Affule-Tulkarm line and partly, such as the loops at Shutta and Ein Harod, on the main line. Actually they would be Hijaz Railway and not Palestine Railway property but the point is that we have not wanted them before and, so far as can be foreseen, shall not want them again after the War. The Affule-Tulkarm line has been closed for years and will no doubt be closed again, and possibly disposed of, after the War. It is doubtful, therefore, if the Hijaz Railway, which is in an unsatisfactory state financially anyhow, should be saddled with the expense of new works and improvements which it does not require.

9. The only case in which I feel at present we should participate financially is the triangle at Nur Esh Shams (referred to in paragraph 4(c) of the enclosed letter) and which is required by us also in connection with the emergency scheme dealt with in your Secret papers CS.494.

10. It is to that scheme Lt.-Colonel Herbert refers in paragraph 9 of his letter. So far Government has approved the preliminaries and up to a certain stage of the emergency preparations.

CD.

General Manager.

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

SECRET.

Ref. 144/16.
Haifa, 24th May, 1941.

A.D. Transportation.

Subject :- Affula - Nablus - Tulkarm Line.
Reference:- Your Tn/Pal/434/1 of 24.5.41.

Reference paragraph 4 of your above quoted letter.

(a) I have written to Director of Agriculture & Fisheries (who is responsible for Kadouri School at Tulkarm) seeking his authority for a 4" pipe-line to be laid at once to connect the school pump with the Railway water tank at Tulkarm Station.

The water column for the use of N.G. locomotives has already been provided.

I suggest that R.E. Works services be instructed to supply the necessary piping and to do the installation.

(b) I have written to Affula Council seeking their permission to lay the pipe-lines to connect Affula Station with the two sources of supply which are controlled by the Concil.

I suggest that this job also might better be carried out by R.E. Works Services.

(c) District Engineer, Haifa, is being instructed to begin work at once at Nur esh Shams including the laying of a triangle and the building of the platform (assistance of R.E. Works Services is not required at this place).

(d) District Engineer, Haifa has been instructed to connect up the triangle at Affula.

The loop at Arrabeh Station is being relaid on 25.5.41.

(e) District Engineer, Haifa, has been instructed to put in hand the laying of the loop and siding at Shatta Station.

(f) It will be necessary to negotiate with the Council at Beisan for their water supply to be used for locomotives at present only the domestic needs of the station are being supplied by the Council.

I suggest R.E. Works Services dealing with this as with the other two cases of water supply.

(g) District Engineer, Haifa, has been instructed to put in hand the re-laying of a loop at Ain Harod.

CHIEF ENGINEER.

SW.
Copy to:- General Manager.
" " District Engineer, Haifa.

317

Subject:- Operation of AFFULE - TULKARM Railway. Tn/Pal/434/1. 324

General Manager, P. Rlys. MOST SECRET.

G.H.Q. instructions have been received that the TULKARM - AFFULE line shall be opened for traffic forthwith.

Military railway operating personnel sufficient to operate 6 trains each way per day over this line are being sent to Palestine. An advance party will be arriving in HAIFA almost immediately.

As a start, it is proposed to operate one or two trains each way per day over the line; there is every indication that sufficient military traffic will offer from the outset (transhipping at TULKARM) to justify this service. But whether traffic offers or not, it is proposed to operate the service so as to accustom personnel to the line.

It is requested that 2 Winterthur engines shall be placed at the disposal of military operating personnel for use on this railway. If HAIFA - SAMAKH services warrant it, you will presumably need to use the two La Meuse engines in their stead.

3. Will you please instruct Chief Engineer to put in hand the works stated in para.4 below.

All these matters have already been discussed with Chief Engineer. The question of whether Army or Railways shall bear the cost of particular items (or the proportion of certain items to be borne by Army or Railways) can be settled later. I would be grateful if you would take action on this letter, accepting the urgent military request as provisional authority for proceeding with the work. It may be accepted that the cost of engineering work performed at military request is guaranteed by W.D. - subject to the proviso that permanent way material issued for the construction of sidings etc. which will remain as P. Rlys. property shall not be charged, and subject to any subsequent settlement regarding allocation of cost of particular items.

4. Items are listed in order of priority, although simultaneous action should proceed, as far as possible:-

(a) Water supply, TULKARM. 4" main to be laid from KADOORIE school pump house to station water tank. C.E., P. Rlys., to advise this office of materials required and which are not available from Railway resources. Water column for narrow gauge railway to be erected.

(b) Main to be laid from AFFULE municipal supply to station water tank, and water columns at each end of station to be furnished.

(c) Development of NUR ESH SHAMS as a transit point to be put in hand. This has already been discussed with C.E. and Supt. of Line, and the agreed plan will be furnished direct to C.E. by this office.
The construction of the turning triangle should be put in hand immediately, whether it is regarded as primarily a Railway or an Army commitment.

/.It is requested .....

It is requested that C.E., Rlys., shall advise whether the construction of the transit platform shall best be done under his direction (using prison labour, if desirable) or by R.E. Works Service.

(d) Station sidings between TULKARM and AFFULE to be put in such order that they are passed for traffic by C.E. In actual fact, it is considered that all stations are already in order, with the exception of ARRABEH which needs approximately 60 metres of siding to be laid.
Leg of triangle at AFFULE to be connected up with main line. (In this connection, will you please instruct that derelict wagons now standing on this leg of the triangle shall be shunted away from AFFULE, for storage pending being brought to Workshops for repair by C.M.E. or 199 Coy.)

(e) New loop and siding at SHATTA Station to be laid, in accordance with plan to be furnished by this office.

(f) Railway water supply to be reinstalled at BEISAN Station.

(g) Loop at AIN HAROD Station, formerly existing, to be relaid.

5. It is requested that one armoured trolley shall be placed at the disposal of the military operating personnel working the railway. It is probable that this trolley will have to patrol the line before the first train each day.

6. A further letter will be sent to you with proposals regarding the financial problem which arises in connection with the operation of this line by military personnel.

7. You will appreciate that the emergency running shed at KAFR YEHOSHUA is of direct importance in connection with the intention to operate 6 trains per day over the TULKARM - AFFULE line. So also is the scheme for provision of narrow gauge erecting facilities at TULKARM.

I do not wish to confuse matters by suggesting that the service over the TULKARM - AFFULE line cannot be operated without these facilities - but you will agree that the circumstances implied by G.H.Q's intention to bring the AFFULE - TULKARM line into full operation justifies their early provision.

May I be informed please how matters now stand regarding the construction of these narrow gauge facilities, also the emergency standard gauge running shed at TULKARM.

C.E. Hulbert

Haifa.
24 May 41.
CEMH/JF.

Lieut-Colonel,
A.D.Tn.

Copy to:- D. Rlys., G.H.Q., M.E.
Force H.Q.
C.E., P. Rlys.
Supt. of Line, P. Rlys.

COPY.

Tn/Pal/434/1.

MOST SECRET.

General Manager, P. Rlys.

Subject :- Operation of AFFULE - TULKARM Railway.

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Military railway operating personnel sufficient to operate 6 trains each way per day over this line are being sent to Palestine. An advance party will be arriving in HAIFA almost immediately.

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4. Items are listed in order or priority, although simultaneous action should proceed, as far as possible :-

(a) Water supply, TULKARM. 4" main to be laid from KADOORIE school pump house to station water tank. C.E., P. Rlys., to advise this office of materials required and which are not available from Railway resources. Water column for narrow gauge railway to be erected.

(b) Main to be laid from AFFULE municipal supply to station water tank, and water columns at each end of station to be furnished.

(c) Development of NUR ESH SHAMS as a transit point to be put in hand. This has already been discussed with C.E. and Supt. of Line, and the agreed plan will be furnished direct to C.E. by this office.
The construction of the turning triangle should be put in hand immediately, whether it is regarded as primarily a Railway or an Army commitment.

It is requested that C.E. Rlys., shall advise whether the construction of the transit platform shall best be done under his direction (using prison labour, if desirable) or by R.E. Works Service.

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5. It is requested that one armoured trolley shall be placed at the disposal of the military operating personnel working the railway. It is probable that this trolley will have to patrol the line before the first train each day.

6. A further letter will be sent to you with proposals regarding the financial problem which arises in connection with the operation of this line by military personnel.

7. You will appreciate that the emergency running shed at KAFR YEHOSHUA is of direct importance in connection with the intention to operate 6 trains per day over the TULKARM - AFFULE line. So also is the scheme for provision of narrow gauge erecting facilities at TULKARM.

I do not wish to confuse matters by suggesting that the service over the TULKARM - AFFULE line cannot be operated without these facilities - but you will agree that the circumstances implied by G.H.Q.'s intention to bring the AFFULE-TULKARM line into full operation justifies their early provision.

May I be informed please how matters now stand regarding the construction of these narrow gauge facilities, also the emergency standard gauge running shed at TULKARM.

(Sgd.) C.E.M. Herbert.

Lieut.-Colonel,
A.D. Tn.

Haifa.
24 May 41.

Copy to :- D. Rlys. G.H.Q., M.C.,
Force H.Q.
C.E., P. Rlys.
Supt. of Line, P. Rlys.

CD.

312

GENERAL MANAGER'S OFFICE
PALESTINE RAILWAYS
HAIFA.

Ref.39/9/2.

7th May 1941.

SECRET.

Chief Engineer.

310A

Subject :- Affula-Nablus-Tulkarm Line.
Reference:- Your letter Sec.41 of the 2nd May 1941.

I agree that for the present at any rate we should use the method of inspection by trolley and the Superintendent of the Line, to whom I have spoken, will arrange about the trolley at your request.

2. I suggest for your consideration, however, that in order to save time and trolley running you should post a man at Mas'udiyah who might walk half the distance Mas'udiyah-Tulkarm once a week and meet a patrol for the Tulkarm gang during the lower half. On other days he could walk out on the line in the three directions.

3. The trolley could do the Affulah-Nablus run once a week and perhaps occasionally also the Mas'udiyah-Tulkarm section.

CD.

General Manager.

GRW./
....

Copy to :- Superintendent of the Line. With copy of Chief Engineer's letter under reference.

Palestine Rail[illegible]

محطة الصادرات بالليد سفل للمدة الثانية

Station during the period from ٢٦/١٠/١١ To ٢٦/١٠/٢٠ 19

01211 *

No. of Packages	Weight: "Paid" Tons	Weight: "Paid" Kgs.	Weight: "To Pay" Tons	Weight: "To Pay" Kgs.	Weight: "Traffic to follow" Tons	Weight: "Traffic to follow" Kgs.	Weight: x Service Traffic Tons	Weight: x Service Traffic Kgs.	Weight: Handled by contractor Tons	Weight: Handled by contractor Kgs.	No. of Live stock	Name of Consignor	Amount: "Paid on" L.P.	Amount: "Paid on" Mils	Amount: "PAID" Cash L.P.	Amount: "PAID" Cash Mils	Amount: "PAID" Vouchers L.P.	Amount: "PAID" Vouchers Mils	Amount: "To Pay" L.P.	Amount: "To Pay" Mils	Remarks	For use of Chief Accountant's Office L.P.	Mils	L.P.	Mils	L.P.	Mils
٧	..٧٩٩																١٦٤٥										
٥	١..٥٨																٥٧٥٠										
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٧	٥٠٩																١٤٧٥										
٨	١٧٣٠																٥٥٥										
٢٨	٤٦٥٩																٨٦١٥										

licable

٢٦/١٠/٢١

not shown on the invoice the estimated weight will be in[illegible]ed on the abstract.

39/9/2. 5th May 41.

Assistant District Commissioner,
Nablus.

Subject :- Tulkarm - Nablus - Affule Railway.
Reference:- Your letter No.871 of April 30th 1941.

I certainly do not consider the re-opening of this line for so short a period and for comparatively little traffic would be justified, especially with coal already at more than £P.6 a ton. Also there would be no certainty that we could spare the engine and wagons.

General Manager.

CRW/ CE.

Coaching Cash نقدية المستغل כספי נוסעים								
Passengers	נוסעים	ركاب			١	٤٧٠		
Baggage	מטען	عفش						
Debit Notes	חובות	مناقضات						
No.	מספר	نمرة						
No.	מספר	نمرة						
No.	מספר	نمرة						
No.	מספר	نمرة						
					١	٤٧٠		
Goods Cash نقدية الغير المستغل כספי משא								
Goods	משא	بضاعة						
Debit Notes	חובות	مناقضات						
No.	מספר	نمرة						
No.	מספר	نمرة						
No.	מספר	نمرة						
No.	מספר	نمرة						
Other Government Departments' Cash نقدية دوائر الحكومة الاخرى כספי לשכות ממשלתיות אחרות								
R. E. 5 B No. / R. E. 5 B نمرة القسيمة / מספר R. E. 5 B	Government Departments اسم الادارة الموردة לשכות ממשלתיות							
	Customs & Trade ادارة الجمرك מכס ומסחר							
	Permit Section ادارة المهاجره קליטת ונסיעה							
	Post & Telegraph ادارة البوسطة والتلغراف דואר וטלגרף							
	P. H. D. ادارة الصحة العمومية מחלקת הבריאות הכללית							
	Agriculture & Forests ادارة الزراعة والاحراش מחלקת החקלאות והיערות							
Grand Total المجموع الاجمالي הסך הכולל					١	٤٧٠		

Remittance to Chief Cashier المتورد لمأمور الخزينة מרצון למחלקת הכספים		
Bank Notes بنك نوت שטר בנק	١	
Gold ذهب זהב		
Silver فضه כסף		٥٠
Nickel نيكل קלל		٤٠
Bronze برونز נחשת		
P. R. Cheques شيكات سكك حديد فلسطين שובריי מסה"ב א"י		
Grand Total المجموع الاجمالي הסך הכולל	١	٤٧٠

1470

Staff No. of Station Master
نمرة وامضاء مأمور المحطة המספר מנ

310A

PALESTINE RAILWAYS
OFFICE OF THE CHIEF ENGINEER.

312

Ref. Sec. 41.
Haifa, 2nd May, 1941.

SECRET.

General Manager. 39/9/2

Subject :- Affula-Nablus-Tulkarm Line.

The Australian Engineers have reconditioned the Affula-Nablus-Tulkarm line and I made a trip over it recently in company with Lt. Col. Herbert, R.E. and Lt. Munroe of the Royal Australian Engineers.

The line is fit to carry traffic but, being quite unguarded is now open to depredation by people seeking structural steel or scrap for the market.

It seems to me that something should be done about periodical inspections so that serious depredations can be dealt with when they occur and so that minor ones can be reported to the Police.

The best way would be for one of the 105 cm. armoured trolleys to make a through run and back each week. Failing this, four men could be employed at a cost of about £P.16 per mensem to reside at stations and to take daily walks over the line, but this would not be as good a means of detecting damage as the use of a trolley would provide.

Were the line to be put into use and run by the Railway Department it would cost about £P.100 to do up some of the rooms in the now gutted station buildings for the accommodation of traffic staff.

SW.

CHIEF ENGINEER.

قانون انشاء المعلومات الرسمية

(١) كل موظف او مستخدم من موظفي ومستخدمي الحكومة ينقل بدون اذن خاص الى اى شخص خارج عن الحكومة اى معلومات تتصل به بفض وظيفته يعاقب بالسجن مدة لا تتجاوز سنة واحدة او بغرامة لا تزيد على مئة جنيها مصريا او بكلا العقوبتين معا . اما اذا كان يعلم او كان هنالك داع الى العلم ان نقل المعلومات المذكورة يضر بمصالح حكومة فلسطين فيجوز تمديد سجنه الى ثلاث سنين

تنطبق نصوص هذه المادة على كل شخص له علاقات عقود مع حكومة فلسطين او اى مصلحة من مصالحها وعلى وكلاء وخدم ذلك الشخص الذى بسبب عقده او وظيفته تتصل به اى معلومات ناجمة عن علاقته بالحكومة

(٢) كل جريدة او مجلة تنشر مثل هذه المعلومات وهي تعلم او كان عندها داع الى العلم ان ما نقل اليها مخالف نقله للقانون تتعرض للعقوبة بغرامة لا تزيد عن مئة جنيها مصريا

دار الحكومة
القدس في آب ١٩٢٠

الامضاء هربرت صموئيل
المندوب السامي الى فلسطين

قرات القانون المذكور اعلاه واصرح اني فهمت انطباقه علي واعترف ان لدى نسخة منه

No. 871

GOVERNMENT OF PALESTINE

ASST DISTRICT COMMISSIONER'S OFFICES
NABLUS

30 April, 1941

310

311

39/9/2

General Manager,
Palestine Railways,
Haifa

I have been asked by the Nablus Chamber of Commerce to broach once more the re-opening of the Tulkarm-Nablus railway, in particular during the harvest season. I still cannot convince myself that the re-opening of this line for so short a period would be justified unless there are any difficulties over motor transport such as might arise out of the war. At present I merely bring this renewed request to your notice, and do not wish to press the point.

Brenton

ASSISTANT DISTRICT COMMISSIONER
NABLUS

PALESTINE RAILWAYS

OFFICE OF THE CHIEF ENGINEER.

309

Please address reply to:-
CHIEF ENGINEER
PALESTINE RAILWAYS
HAIFA

In reply please quote:-
151/369.

Enclosures

Haifa Station, 9th February, 1940.

39/9/2.

General Manager.

Subject : Use of Affule - Jenin Line by the Military.

I am allowing the use of a length of a few hundred metres of the Affule - Jenin line to the Military Authorities, for the purpose of experimenting with an endless rope haulage device for operating targets on a range.

The experiment will last about three weeks, and as it is unlikely that the line will be needed before that time, I am making the stipulation that, if necessary, all obstructions will be cleared away within a week of receiving notice to clear them, as it is possible that traffic might wish to make use of the line and it would take about a week to prepare it elsewhere.

CHIEF ENGINEER.

Copy to:- Superintendent of the Line.
" " District Engineer, Haifa.

To clear the line and level it, debiting War Department with cost.

" " Chief Accountant.

SW. 10/2/40.

308

39/9/2. 23rd August 37.

Chief Secretary.

SUBJECT :- Opening of the Nablus-Affula line for melon traffic.
REFERENCE:- Your papers R/43/35.

Referring to this office letter 39/9/2 of the 7th July 1937, the melon season is practically finished but no trains have been run on the El Mas'udiya-Affula section.

F. McG

Acting General Manager.

GMC/ GB.

PALESTINE RAILWAYS

307

TELEGRAPHIC ADDRESS:
"TRAFFIC" — HAIFA.
CODE USED: "A.B.C." - 6TH EDITION

.....ENCLOSURES.

Office of The Superintendent of the Line.

39/9/2

HAIFA STATION 17th August, 1937

IN REPLY PLEASE QUOTE

SL.2/58/11.

General Manager.

SUBJECT :- Opening of the Nablus-Affula Line for melon traffic.
REFERENCE :- Your 39/9/2 of 9.7.37.

No traffic has passed over the Nablus - Affula line.

SUPERINTENDENT OF THE LINE.

LL.

306

39/9/2. 16th August 37.

Commercial Manager.

305

SUBJECT :- Importation of potatoes into Palestine from Syria.
REFERENCE:- Your letter C.1/58/155 of the 12th August 1937.

I have spoken with the District Traffic Superintendent, Lydda, and requested him to see the Chief Fruit Inspector with a view to getting the restriction on the forwarding of potatoes by rail to Tel Aviv removed.

2. The District Traffic Superintendent will no doubt inform you of the result of his representations.

G. M. CAMPIGLI,
General Manager.

GMC/ GB.

305

PALESTINE RAILWAYS

Telegraphic Address :—
"TRAFFIC"—HAIFA.
code used : "A.B.C." 6th Edition

Enclosures.

Office of The Commercial Manager

Haifa Station 12th August, 1937

In reply please quote

C.1/56/155

General Manager.

SUBJECT :- Importation of Potatoes into Palestine from Syria.
REFERENCE:- Your 39/9/2 of 19.7.1937.

301

With promulgation of the new regulations confining the importation of potatoes to Haifa and Jaffa, the throughbooking of this traffic to Tel Aviv Station has been suspended.

I understand that in response to an enquiry addressed to the Agricultural Officer, Jaffa, Tel Aviv merchants have been informed that there would be no objection to this traffic being forwarded to Tel Aviv Station since a Fruit Inspection service is already available there. I have therefore telephoned the Department of Agriculture Jerusalem, this morning, for a confirmation and I was told in reply that the matter was discussed yesterday but that it is not proposed to make any alteration to the present regulations confining the importation of this traffic to Haifa and Jaffa.

In view of the effect this restriction may have on railborne traffic to Tel Aviv perhaps you may wish to take up the matter further with the Director of Agriculture.

I attach herewith translation of a letter which has just been received from the Secretary of the Chamber of Commerce, Tel Aviv.

JI.

for COMMERCIAL MANAGER.

T.133

spoke with Mr Sargent who was at Tel Aviv this morning.
G. M. 16/8

304

TRANSLATION.

Chamber of Commerce Tel Aviv
and Jaffa.
P.O.B. 501,
Tel Aviv.

9th August 1937.
Dept. Railways.
Ref. No.R/11283/-

Station Master,
Tel Aviv.

Dear Sir,

We are informed that there is a rumour at Zahla (Syria) saying that it is permitted to offload potatoes at Tel Aviv Station. This rumour causes troubles to the merchants at Tel Aviv as the potatoes are sent to other stations.

I shall therefore be very glad if you inform the concerned offices in Syria that this rumour is incorrect.

Yours faithfully,

Sd/- Secretary.

Copy to:- Dept.of Agriculture, Tel Aviv.
" " Commercial Manager, Haifa.

303

Government of Palestine

In replying to this letter please quote the date and reference number.

R/43/35.

Chief Secretary's Office,
Jerusalem,
Palestine.

5- August, 1937.

General Manager,
Palestine Railways.

Subject : Opening of the Nablus-Affula Line for melon traffic.

Reference: Your letter No.39/9/2 of the 16th July, 1937.

299.

I am directed to say that it is understood that the prohibition of the import of melons to Syria by road and rail has now been removed.

CHIEF SECRETARY.

7/8/37.